

# Multiple Agency Fiscal Note Summary

<b>Bill Number:</b> 1878 HB	<b>Title:</b> Young driver safety
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## Estimated Cash Receipts

Agency Name	2025-27			2027-29			2029-31		
	GF-State	NGF-Outlook	Total	GF-State	NGF-Outlook	Total	GF-State	NGF-Outlook	Total
Office of State Treasurer	Non-zero but indeterminate cost and/or savings. Please see discussion.								
Department of Licensing	0	0	15,379,000	0	0	16,789,000	0	0	16,990,000
Department of Licensing	In addition to the estimate above,there are additional indeterminate costs and/or savings. Please see individual fiscal note.								
<b>Total \$</b>	<b>0</b>	<b>0</b>	<b>15,379,000</b>	<b>0</b>	<b>0</b>	<b>16,789,000</b>	<b>0</b>	<b>0</b>	<b>16,990,000</b>

Agency Name	2025-27		2027-29		2029-31	
	GF- State	Total	GF- State	Total	GF- State	Total
Local Gov. Courts						
Loc School dist-SPI	No fiscal impact					
Local Gov. Other						
Local Gov. Total						

## Estimated Operating Expenditures

Agency Name	2025-27				2027-29				2029-31			
	FTEs	GF-State	NGF-Outlook	Total	FTEs	GF-State	NGF-Outlook	Total	FTEs	GF-State	NGF-Outlook	Total
Office of State Treasurer	.0	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	0
Traffic Safety Commission	.0	0	0	0	.0	0	0	0	.0	0	0	0
Department of Licensing	14.0	0	0	5,481,000	14.0	0	0	3,830,000	14.0	0	0	3,830,000
Department of Licensing	In addition to the estimate above,there are additional indeterminate costs and/or savings. Please see individual fiscal note.											
Department of Social and Health Services	.0	0	0	0	.0	0	0	0	.0	0	0	0
Superintendent of Public Instruction	.6	45,000	45,000	45,000	.0	0	0	0	.0	0	0	0
Superintendent of Public Instruction	In addition to the estimate above,there are additional indeterminate costs and/or savings. Please see individual fiscal note.											
<b>Total \$</b>	<b>14.6</b>	<b>45,000</b>	<b>45,000</b>	<b>5,526,000</b>	<b>14.0</b>	<b>0</b>	<b>0</b>	<b>3,830,000</b>	<b>14.0</b>	<b>0</b>	<b>0</b>	<b>3,830,000</b>

Agency Name	2025-27			2027-29			2029-31		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total
Local Gov. Courts									
Loc School dist-SPI	No fiscal impact								
Local Gov. Other									
Local Gov. Total									

### Estimated Capital Budget Expenditures

Agency Name	2025-27			2027-29			2029-31		
	FTEs	Bonds	Total	FTEs	Bonds	Total	FTEs	Bonds	Total
Office of State Treasurer	.0	0	0	.0	0	0	.0	0	0
Washington State Patrol	.0	0	0	.0	0	0	.0	0	0
Traffic Safety Commission	.0	0	0	.0	0	0	.0	0	0
Department of Licensing	.0	0	0	.0	0	0	.0	0	0
Department of Social and Health Services	.0	0	0	.0	0	0	.0	0	0
Superintendent of Public Instruction	.0	0	0	.0	0	0	.0	0	0
<b>Total \$</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

Agency Name	2025-27			2027-29			2029-31		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total
Local Gov. Courts									
Loc School dist-SPI	No fiscal impact								
Local Gov. Other									
Local Gov. Total									

### Estimated Capital Budget Breakout

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Prepared by: Kyle Siefering, OFM	Phone: (360) 995-3825	Date Published: Final 2/24/2025
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# Individual State Agency Fiscal Note

<b>Bill Number:</b> 1878 HB	<b>Title:</b> Young driver safety	<b>Agency:</b> 090-Office of State Treasurer
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## Part I: Estimates

No Fiscal Impact

**Estimated Cash Receipts to:**

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

**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: Sandy Myer	Phone: 360-786-7140	Date: 02/06/2025
Agency Preparation: Mandy Kaplan	Phone: (360) 902-8977	Date: 02/06/2025
Agency Approval: Tammie Nuber	Phone: (360) 902-9011	Date: 02/06/2025
OFM Review: Megan Tudor	Phone: (360) 890-1722	Date: 02/16/2025

## 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.*

HB 1878 creates the driver education safety improvement account, coupled with general fund as the recipient of the earnings from investments under RCW 43.84.092(4).

### 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.*

Projected cash flows are currently unavailable; therefore, estimated earnings from investments are indeterminable.

There may be an impact on the debt service limitation calculation. Changes to the earnings credited to the general fund impacts, by an equal amount, general state revenues.

### 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

<b>Bill Number:</b> 1878 HB	<b>Title:</b> Young driver safety	<b>Agency:</b> 225-Washington State Patrol
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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: Sandy Myer	Phone: 360-786-7140	Date: 02/06/2025
Agency Preparation: Megan Given	Phone: 360-596-4049	Date: 02/11/2025
Agency Approval: Mario Buono	Phone: (360) 596-4046	Date: 02/11/2025
OFM Review: Maria Thomas	Phone: (360) 229-4717	Date: 02/11/2025

## 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 proposed legislation does not have a fiscal impact to the Washington State Patrol (WSP).

The proposed legislation would require drivers to complete a driver training education course to improve safety with young drivers before an initial driver's license is obtained.

### II. B - Cash receipts Impact

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

### II. C - Expenditures

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

The proposed legislation does not add to, alter, or eliminate any duties of the WSP.

## 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

<b>Bill Number:</b> 1878 HB	<b>Title:</b> Young driver safety	<b>Agency:</b> 228-Traffic Safety 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: Sandy Myer	Phone: 360-786-7140	Date: 02/06/2025
Agency Preparation: Mark McKechnie	Phone: 3607259889	Date: 02/10/2025
Agency Approval: Mark McKechnie	Phone: 3607259889	Date: 02/10/2025
OFM Review: Brooke Gore	Phone: (564) 669-0703	Date: 02/10/2025

## 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.*

AN ACT Relating to improving young driver safety; amending RCW 46.20.100, 46.20.181, 46.82.280, 46.20.120, 46.20.055, 46.68.041, 46.17.025, 46.68.220, and 46.63.200; reenacting and amending RCW 28A.220.020, 43.84.092, and 43.84.092; adding new sections to chapter 46.20 RCW; adding new sections to chapter 46.82 RCW; adding a new section to chapter 42.56 RCW; providing effective dates; and providing an expiration date.

New Section - Sec 1. To get an initial driver's license, applicants must complete a driver training education course, either as defined by RCW 28A.220.020, a licensed driver training school, or an approved online course, in addition to other required skills and exams. Includes adding new drivers ages 18-24. Age groups above age 17 are added at specific times between Jan. 1, 2027, and Jan. 1, 2023.

Sec 2. Amending RCW 46.20.100 and 2024 c 162 s 2: Starting Jan. 1, 2027, individuals can complete an online, self-paced driver education course as alternative to in-person by schools or driver training schools. A person who completes an online course must complete at least six hours of behind-the-wheel instruction as defined in chapter 46.82 or 28A.220 RCW; driver training course requirement may be waived if applicant was licensed to drive a motor vehicle or motorcycle from a reciprocal jurisdiction outside this state

Sec 3. Amending RCW 46.20.181 and 2021 c 158 s 8: The department may require any person who has obtained a driver's license pursuant to sec. 1 of this act to complete a driver education refresher course

Sec 4. Amending RCW 46.82.280 and 2023 c 445 s 3: Defining "Condensed traffic safety education course"

Sec 5. Amending RCW 28A.220.020 and 2027 c 197 s 2: Defining "Condensed traffic safety education course"

New Section - Sec 6. Adding to chapter 46.82 RCW: Establishes a program to expand training opportunities for driver training school instructors, department will report annually on program progress with detailed assessment due by 2030

New Section - Sec 7. Adding to chapter 46.82 RCW: Starting Jan. 1, 2027, a new program will offer vouchers to cover average cost of driver training course for low-income household; by Dec. 1, 2025, policy framework for program will be submitted to legislature. WTSC to consult with DOL on policy framework -- No Fiscal Impact on WTSC

New Section - Sec 8. Adding to 46.56 RCW: Recipient income data collected by the department of licensing is exempt from disclosure

New Section - Sec 9. Adding to 46.82 RCW: Beginning July 1, 2026, the department must establish a program to partner with tribal governments; by Jan. 1, 2026, the department must provide to the appropriate committees an implementation plan or the program; on a biennial basis beginning Jul. 1, 2027, the department must report program activities

Sec 10. Amending RCW 46.20.120 and 2021 c 158 s 6: After Jan 1, 2026, exam fee will be \$50

Sec 11. Amending RCW 46.20.055 and 2021 c 158 s 3: After Jan 1, 2026, application fee will be \$35

Sec 12. Amending RCW 46.68.041 and 2022 c 182 s 210: Beginning Jan 1, 2026 \$15 of exam fee and \$10 of the driver's instruction permit app fee must be deposited into driver education safety improvement account

Sec 13. Amending RCW 46.17.025 and 2023 c 431 s 3: 2/3 of revenue must be deposited in the move ahead WA account; 1/3 must be deposited into driver education safety improvement account

Sec 14. Amending RCW 46.68.220 and 2011 c 367 s 719 Changes language regarding deposits from 46.17.025 into motor vehicle account.

Sec 15. Amending RCS 46.63.200 and 2024 c 308 s 4 Directs any excess revenue generated from work zone speed cameras to driver education safety improvement account.

New Section - Sec 16. A new Driver Education Safety Improvement Account is created to fund driver's education programs

Sec 17. Reenacted and amended RCW 43.84.092 and 2024 c 210 s 4 and 2024 c 168 s 12 Adds driver education safety improvement account to his section.

Sec 18. Reenacted and amended RCW 43.84.092 and 2024 c 210 s 5 and 2024 c 168 s 13 Adds driver education safety improvement account to his section.

New Section - Sec 19.: Sec 13 and 14 take effect Jan 1, 2026

New Section - Sec 20.: Sec 17 expires Jul 1, 2028

New Section - Sec 21.: Sec 18 takes effect July 1, 2028

Consultation with DOL on driver education voucher program in Sec. 7 does not have any significant fiscal impact on the agency.

## **II. B - Cash receipts Impact**

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

No Fiscal Impact

## **II. C - Expenditures**

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

No Fiscal 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

No Fiscal Impact

**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

<b>Bill Number:</b> 1878 HB	<b>Title:</b> Young driver safety	<b>Agency:</b> 240-Department of Licensing
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## Part I: Estimates

No Fiscal Impact

### Estimated Cash Receipts to:

ACCOUNT	FY 2026	FY 2027	2025-27	2027-29	2029-31
Drivers education safety improvement-State NEW-1	7,100,000	8,279,000	15,379,000	16,789,000	16,990,000
<b>Total \$</b>	7,100,000	8,279,000	15,379,000	16,789,000	16,990,000

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

### Estimated Operating Expenditures from:

	FY 2026	FY 2027	2025-27	2027-29	2029-31
FTE Staff Years	14.0	14.0	14.0	14.0	14.0
<b>Account</b>					
Highway Safety Account-State 106 -1	3,566,000	1,915,000	5,481,000	3,830,000	3,830,000
<b>Total \$</b>	3,566,000	1,915,000	5,481,000	3,830,000	3,830,000

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

### Estimated Capital Budget Impact:

NONE

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

Check applicable boxes and follow corresponding instructions:

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

Legislative Contact: Sandy Myer	Phone: 360-786-7140	Date: 02/06/2025
Agency Preparation: Oliver Einarsson	Phone: 3606345462	Date: 02/20/2025
Agency Approval: Gerrit Eades	Phone: (360) 902-3931	Date: 02/20/2025
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 02/20/2025

## 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:

- Self-paced Driver Education: For drivers aged 16-21, a self-paced online driver education option is allowed with 6 hours of behind-the-wheel training. For drivers aged 22-25, the self-paced option is available with 3 behind-the-wheel training. There are also potential changes to traffic safety education waiver requirements.

#### Section 2:

- Online Driver Training: From January 2027, online, self-paced driver education courses will meet traffic safety education requirements for drivers under 18, using the current training model. A minimum of 6 hours behind-the-wheel is required, with clarifications regarding waivers for drivers from reciprocal jurisdictions.

#### Section 3:

- Driver License Renewal: A new rule will require initial license holders to complete a driver education refresher course at their first license renewal, focusing on risk management and hazard perception.

#### Section 4:

- Condensed Traffic Safety Course: Defines a "condensed traffic safety education course" for novice drivers aged 22-25, consisting of 8 hours of classroom and 3 hours behind-the-wheel instruction.

#### Section 5:

- OSPI Traffic Safety Law Definitions: Mirrors Section 4's language in OSPI's definitions.

#### Section 6:

- Driver Training School Instructor Program: DOL will create an instructor certification program, offering mentorship, financial incentives, and partnerships with schools. A report will be submitted on the program's progress from July 2026 onwards.

#### Section 7:

- Voucher Program for Low-Income Novice Drivers: DOL will create a voucher program starting in 2027 to help low-income individuals afford driver training, with specific eligibility criteria. Reports on program performance will be provided starting in December 2025.

#### Section 8:

- Public Records Act: Exempts voucher recipients' income data from public disclosure.

#### Section 9:

- Tribal Partnerships for Driver Education: DOL will partner with tribal governments to provide driver education in tribal communities starting in 2026, with biennial progress reports to the legislature.

#### Section 10:

- Examination Fees: Increases the driver's examination fee to \$50 from January 2026.

#### Section 11:

- Instruction Permit Fees: Increases the application fee for instruction permits to \$35 and waives the written examination for the condensed driver education course.

#### Section 12:

- Driver Education Safety Fund: Creates a fund that collects fees from the examination and instruction permit applications. This fund will be used to expand and improve driver education programs, including instructor training, the voucher program, and tribal partnerships.

#### Section 16:

- Driver Education Safety Improvement Account: Establishes a dedicated account for driver education improvements funded by specific fees and fines, for use on education programs and related activities.

### 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 2026	FY 2027	2025-27	2027-29	2029-31
106-1	Highway Safety Account	State	3,566,000	1,915,000	5,481,000	3,830,000	3,830,000
<b>Total \$</b>			3,566,000	1,915,000	5,481,000	3,830,000	3,830,000

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

**III. B - Expenditures by Object Or Purpose**

	FY 2026	FY 2027	2025-27	2027-29	2029-31
FTE Staff Years	14.0	14.0	14.0	14.0	14.0
A-Salaries and Wages	999,000	999,000	1,998,000	1,998,000	1,998,000
B-Employee Benefits	380,000	380,000	760,000	760,000	760,000
C-Professional Service Contracts					
E-Goods and Other Services	2,187,000	536,000	2,723,000	1,072,000	1,072,000
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-					
<b>Total \$</b>	3,566,000	1,915,000	5,481,000	3,830,000	3,830,000

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

**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 2026	FY 2027	2025-27	2027-29	2029-31
Business & Professions Auditor 3	71,144	1.0	1.0	1.0	1.0	1.0
Licensing Services Representative 3	67,720	1.0	1.0	1.0	1.0	1.0
Management Analyst 5	98,040	2.0	2.0	2.0	2.0	2.0
Professional Licensing Representative 1	56,881	5.0	5.0	5.0	5.0	5.0
Program Specialist 3	74,729	4.0	4.0	4.0	4.0	4.0
Program Specialist 4	80,464	1.0	1.0	1.0	1.0	1.0
<b>Total FTEs</b>		14.0	14.0	14.0	14.0	14.0

**III. D - Expenditures By Program (optional)**

NONE

## **Part IV: Capital Budget Impact**

### **IV. A - Capital Budget Expenditures**

NONE

### **IV. B - Expenditures by Object Or Purpose**

NONE

### **IV. C - Capital Budget Breakout**

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

NONE

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

NONE

## **Part V: New Rule Making Required**

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

# Individual State Agency Fiscal Note

Agency 240 – Department of Licensing

Bill Number: HB 1878

Bill Title: Improving Young Driver Safety

**Part 1: Estimates**

**No Fiscal Impact**

**Estimated Cash Receipts:**

PARTIALLY INDETERMINATE; Please see narrative

Revenue	Fund	FY 26	FY 27	25-27 Total	27-29 Total	29-31 Total
Driver Education Safety Improvement Ac	NEW	7,100,000	8,279,000	15,379,000	16,789,000	16,990,000
<b>Account Totals</b>		<b>7,100,000</b>	<b>8,279,000</b>	<b>15,379,000</b>	<b>16,789,000</b>	<b>16,990,000</b>

**Estimated Expenditures:**

PARTIALLY INDETERMINATE; Please see narrative

Object of Expenditure		FY 26	FY 27	25-27 Total	27-29 Total	29-31 Total
FTE Staff Years		14.0	14.0	14.0	14.0	14.0
Operating Expenditures	Fund	FY 26	FY 27	25-27 Total	27-29 Total	29-31 Total
Highway Safety	106	3,566,000	1,915,000	5,481,000	3,830,000	3,830,000
<b>Account Totals</b>		<b>3,566,000</b>	<b>1,915,000</b>	<b>5,481,000</b>	<b>3,830,000</b>	<b>3,830,000</b>

*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:	Phone:	Date:
Agency Preparation: Oliver Einarsson	Phone: (360) 634-5462	Date: 2/20/2025
Agency Approval: Gerrit Eades	Phone: (360) 867-8233	Date: 2/20/2025

Request #	1
Bill #	1878 HB

## **Part 2 – Explanation**

This bill:

- Requires a self-paced online option for driver training education for all drivers 16 years and over.
- Requires driver and motorcycle training education for persons under the age of 25 years.
- Makes changes to reciprocity requirements for driver's licenses for persons under the age of 18 years.
- Requires DOL to create a refresher course for persons under the age of 25 years upon license renewal, as determined by rule.
- Requires DOL to create a condensed traffic safety education course for drivers 22-25 years of age.
- Further directs DOL to implement a comprehensive training program for driver training school instructors.
- Directs DOL to implement a voucher program for low-income novice drivers to cover the cost of driver training education.
- Establishes a program to partner with tribal governments to provide young driver education
- Increases the examination fee to \$50 and the permit application fee to \$35.
- Creates and authorizes a portion of these fees, as well as the vehicle registration 75 cent fee, into the driver education safety improvement account.
- Authorizes a portion of traffic safety infraction fines and LeMay-America plate fees to be deposited into the newly created account.
- Requires the DOL to produce numerous reports on the implementation of these activities.

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

#### **Section 1:**

- Self-paced Driver Education: For drivers aged 16-21, a self-paced online driver education option is allowed with 6 hours of behind-the-wheel training. For drivers aged 22-25, the self-paced option is available with 3 behind-the-wheel training. There are also potential changes to traffic safety education waiver requirements.

#### **Section 2:**

- Online Driver Training: From January 2027, online, self-paced driver education courses will meet traffic safety education requirements for drivers under 18, using the current training model. A minimum of 6 hours behind-the-wheel is required, with clarifications regarding waivers for drivers from reciprocal jurisdictions.

#### **Section 3:**

- Driver License Renewal: A new rule will require initial license holders to complete a driver education refresher course at their first license renewal, focusing on risk management and hazard perception.

#### **Section 4:**

- Condensed Traffic Safety Course: Defines a "condensed traffic safety education course" for novice drivers aged 22-25, consisting of 8 hours of classroom and 3 hours behind-the-wheel instruction.

#### **Section 5:**

- OSPI Traffic Safety Law Definitions: Mirrors Section 4's language in OSPI's definitions.

#### **Section 6:**

- Driver Training School Instructor Program: DOL will create an instructor certification program, offering mentorship, financial incentives, and partnerships with schools. A report will be submitted on the program's progress from July 2026 onwards.

**Section 7:**

- Voucher Program for Low-Income Novice Drivers: DOL will create a voucher program starting in 2027 to help low-income individuals afford driver training, with specific eligibility criteria. A report will be generated for legislature on voucher program framework and guidelines started in December 2025.

**Section 8:**

- Public Records Act: Exempts voucher recipients' income data from public disclosure.

**Section 9:**

- Tribal Partnerships for Driver Education: DOL will partner with tribal governments to provide driver education in tribal communities starting in 2026, with biennial progress reports to the legislature.

**Section 10:**

- Examination Fees: Increases the driver's examination fee to \$50 from January 2026.

**Section 11:**

- Instruction Permit Fees: Increases the application fee for instruction permits to \$35 and waives the written examination for the condensed driver education course.

**Section 12:**

- Driver Education Safety Fund: Creates a fund that collects fees from the examination and instruction permit applications. This fund will be used to expand and improve driver education programs, including instructor training, the voucher program, and tribal partnerships.

**Section 16:**

- Driver Education Safety Improvement Account: Establishes a dedicated account for driver education improvements funded by specific fees and fines, for use on education programs and related activities.

**2.B - Cash receipts Impact**

The bill aims to improve young driver safety by expanding driver education requirements and adjusting fees for licenses, exams, permits, and license service fee. The total revenue impact is an increase from fees, and a partially indeterminate amount from new students/instructors.

It mandates phased-in driver training education for individuals up to 25 years old and increases certain fees starting in 2026, with portions of these fees allocated to a new Driver Education Safety Improvement Account.

There are two parts to the revenue impact. The first is from Fee Increase on Driver Exam, Instruction Permit, and DOL Service Fee. For the baseline customer projection multiplied with the fee increase, the revenue impact is estimated to be approximately 8.2 million per year, outlined below.

Current Work	Average Workload	Cost Increase	Revenue Impact
Driver Exams	325,540	\$ 15.00	\$ 4,883,106
Instruction Permit	112,786	\$ 10.00	\$ 1,127,860
Driver License Original	320,729	\$ -	\$ -
DOL Service Fee	8,905,896	\$ 0.25	\$ 2,226,474
<b>Total</b>			<b>8,237,440</b>

The second part is from possible additional new drivers that would be included in the new program and driving schools/instructors that would be needed to support the growing number of students. The actual revenue estimate is indeterminate with potential figure that could be as high as 4 million per year in additional revenue.

## **2.C – Expenditures**

To fulfill all new duties outlined in the bill the department of Licensing will require 14 FTE's. All FTEs are ongoing except for one Program Specialist 3, which will be project/non-perm through 2032:

### 1 Management Analyst 5 FTE:

- Apply principles of project management to ensure timely implementation of bill requirements.
- Coordinates both intra- and inter-agency traffic safety projects.
- Collaboratively work with agency-wide partners on implementation of young driver bill.
- Supports contracted research.
- Subject matter expert to the program providing strategy and recommendations on bill implementation.
- Liaise with service providers, legislature, professional organizations, and national experts on behalf of the DOL.
- Create a low-income novice driver voucher program.
- Establish eligibility criteria, application and award procedures.
- Consult with WTSC and DSHS on policy framework, guidelines, including outreach and awareness.

### 1 Management Analyst 5 FTE:

- Support in DOLs data program for needs related to program evaluation and measuring efficacy of expanded requirements.
- Conducting data analysis for the annual reporting requirements outlined in section 7(6) related to the driver training vouchers and recipients.
- Working with program and IS staff to identify the data that needs to be collected for us to fulfill the reporting requirements when any system changes are implemented.
- Fulfilling ad hoc data requests and analysis related to this bill.
- Providing data and analytical support (including utilizing analytical tools like GIS) for the annual reports on the implementation of the DTS requirement and the industry readiness to accommodate additional growth (outlined in section 1(6)).

### 4 Professional Licensing Representative 1 FTEs:

- Process 20,000 voucher applications annually.
  - Page 83 of the WSU Improving Young Driver Safety Feasibility Study (ESSB 5583).
- Customer service work supporting application process and awards (phone calls, emails).

1 Professional Licensing Representative 1 FTE:

- Increase in the number of instructors and schools to support application issuance, renewals, customer service.
  - Page 69 of the WSU Improving Young Driver Safety Feasibility Study (ESSB 5583).
- OSPI instructor applications.

1 Program Specialist 4 FTE:

- Establish a program to partner with tribal government to provide young driver education.
- Provide implementation plan for starting the program on 7/1/26 with an implementation plan submitted by 1/1/26.

1 Program Specialist 3 FTEs:

- Create refresher course.
- Create condensed traffic safety education course.

3 Program Specialist 3 FTEs:

- Creating and revising state-wide resources for drivers.
- Creating and revising curriculum and resources for driver training schools.
- Teaching and assessing driver instructors.
- Driver Training School business guidance.
- Driver instructor series.
- Professional development courses.
- Working with community partners (local colleges, Department of Vocational Rehabilitation) to provide educational pathways for DTS instructors.
- Research, creation, management and evaluation of new courses designed to address driving desserts and language and ability access.
- Maintain refresher course.
- Maintain condensed traffic safety education course.

1 Business & Professions Auditor 3 FTE:

- Expansion of auditing for instructors: behind the wheel and classroom.
- Communicates with industry professionals; resolves issues.

1 Licensing Services Representative 3 FTE:

- Expansion of training and certification for instructors and examiners.

Cost impacts related to the voucher program are indeterminate because it would be subject to the amount appropriated. The average cost of driver education is \$625 and total amount will vary by participation in the program (Page 83 of the WSU Improving Young Driver Safety Feasibility Study (ESSB 5583)).

**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	2026	2027	2028	2029	2030	2031	Total Cost
TESTER	Test to verify individual components meet requirements; ensure that other business transactions have not been impacted.	\$ 27,144	426,200	-	-	-	-	-	426,200
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	77,400	-	-	-	-	-	77,400
PROJECT MANAGER	Manage schedule and contracts	\$ 35,037	101,600	-	-	-	-	-	101,600
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	39,700	-	-	-	-	-	39,700
DEVELOPERS	Modify programming and coding to all major systems	\$ 22,968	11,500	-	-	-	-	-	11,500
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.	\$ 38,454	515,300	-	-	-	-	-	515,300
TRAINER	Trains business partners and employees in new system processes and capabilities.	\$ 27,144	105,900	-	-	-	-	-	105,900
PROJECT CONTINGENCY	Office of the Chief Information Officer designated rate of 10%	\$ 27,394	127,800	-	-	-	-	-	127,800
<b>Totals</b>			<b>1,405,400</b>	-	-	-	-	-	<b>1,405,400</b>

**DOL will implement:**

Issuance Requirements:

- Modify the validation requirements for driver license issuance and motorcycle endorsement customers between the ages of 18-25 to require the successful completion of traffic safety education course or an online self-paced course with behind-the-wheel training hours specified for each option on the following implementation schedule as follows:
  - 18 years to under 19 years of age, effective January 1, 2027;
  - 18 years to under 20 years of age, effective January 1, 2028;
  - 18 years to under 21 years of age, effective January 1, 2029;
  - 18 years to under 22 years of age, effective January 1, 2030;
  - 18 years to under 23 years of age, effective January 1, 2031;
  - 18 years to under 24 years of age, effective January 1, 2032;
  - 18 years to under 25 years of age, effective January 1, 2033.
  
- Modify the validation requirements for driver license customers between the ages of 22-25 to allow for the option to successful completion of a condensed traffic education course instead of the full course on the following implementation schedule:
  - 22 years to under 23 years of age, effective January 1, 2031;
  - 22 years to under 24 years of age, effective January 1, 2032;
  - 22 years to under 25 years of age, effective January 1, 2033.
  
- Remove the hard stop requiring proof of Traffic Safety course completion for reciprocity first-time issuance of driver licenses.

- Check to ensure course completion on file for an intermediate license effective 1/1/2027 for customers under 18 years to be either self-paced online or instructor led course completions. (Not eligible for condensed courses).
- Modify the driver license renewal validation requirements for customer who had their first issued driver license under the age of 25 to be required to take a driver education refresher course at the time of their first license renewal.

#### Driver License/Intermediate Driver License Account:

- Modify intermediate and driver license accounts to add new course completion types (Self-paced online, instructor led, and condensed, refresher) and behind the wheel hours.

#### Interface:

- Modify POLARIS interface for Driver Training Schools to provide distinct approved courses. Adding defined types of new curriculum, the school or entity is allowed to provide to students: (No Motorcycle Training Schools or Commercial Training Schools):
  - Data for DRIVES Accounts:
    - Traditional.
    - Condensed.
    - Refresher course.

#### Existing changes to Training School Portal eService:

- Modify current LX for business webservice to receive new data elements for new course curriculums and behind the wheel hours:
  - Traditional:
    - Add new delivery method: Self-paced online, remove hybrid.
  - Condensed driver safety.
    - Add new delivery method: Self-paced online, remove hybrid.
  - Refresher course.
    - Add new delivery method: Self-paced online, remove hybrid.
  - Add behind the wheel hours (no validation from POLARIS needed):
    - Drop down for either 3 hours or 6 hours.
- Modify the bulk course completions/hours excel upload doc for curriculums.
- Modify the bulk course completions/hours for behind the wheel.

#### LX and No Login Changes:

- Add validation as well as content and link to ensure refresher course is taken by appropriate customers on license renewal services.
- Add button to redirect to the Learning Management System to process refresher course.

#### Voucher Program (estimated up to 20,000 applicants/yr):

- New web request for applicant to apply for voucher program and upload documentation.
  - Create new case for back-office review and approval.
- New indicator on training school accounts to control functionality below.
- New eService for driver training school's providers to validate voucher codes provided by DOL
- eService for driver training school providers and other entities to submit voucher reimbursement requests.

- Create new case for back-office review and approval.
    - Upload capabilities for A-19 document and bulk course completion document.
- Pre-apply service: add content to send applicants to voucher program in confirmation page and notification email.
- New letters and notifications for voucher program.
  - Approval
  - Denial
  - More info needed
  - Other
- 6 new reports.
- New Imaging Queue for new voucher program paper applications.

**Letters:**

- Modified existing driver renewal notices to add notice of refresher course. This will be on every renewal notice regardless of age.

**Reports:**

- Modify 4 existing cubes and reports related to exam/curriculum data.
- 2-3 new reports as identified through requirements.

**Security:** Add security for new letters and reports and new activities.

**Financials:**

- Update exam fee to \$50 to include distribution and ending existing fee. (Effective 1/1/2026).
- Update Driver instruction permit fee to \$35 to include distribution and ending existing fee (effective 1/1/2026).
- Update one-third of the revenue generated from the vehicle registration 75 cent fee (Effective 1/1/2026).
- Update a portion of the LeMay Car Museum Plate fee (Effective 1/1/2026).
- Deposit of surplus balance investment earnings-Treasury income account-Accounts and funds credited (Effective 7/1/2028).
- Create new distribution from RCW 43.84.092 Deposit of surplus balance investment earnings-Treasury income account-Accounts and funds credited (Effective 7/1/2028).

**POLARIS Requirements:**

DOL will contract Deloitte for work on Polaris which will cost \$246,000.

- Add four new endorsements to be available on all four-driver training school license types.
- Update initial and renewal application flows for all driver training school license types with new endorsement questions.
- Update interactive map questions on initial and renewal applications and on Account Maintenance Requests (AMR) to include new course offerings and voucher program participation.
- Update compliance activities to include regulations related to driver training education delivery.
- Update OSPI Instructor license application requirements to align with DTS Instructor license.
- Add ability for OSPI Instructors to apply and renew licenses via public portal.
- Allow DTS Instructor licenses to be associated with an OSPI school license.

- Update system integration with DRIVES to send new endorsement and map information.

**Support Services:**

Agency Administrative Overhead is included at a rate of 24.8 percent of the direct program costs. This funding received covers agency-wide functions such as vendor payments, contract administration, financial management, mail processing, equipment management, help desk support, and technical assistance to DOL employees. These indirect costs are shown under object E.

**Part 3 – Expenditure Detail**

**3.A – Operating Budget Expenditures**

<b>Operating Expenditures</b>	<b>Fund</b>	<b>FY 26</b>	<b>FY 27</b>	<b>25-27 Total</b>	<b>27-29 Total</b>	<b>29-31 Total</b>
Highway Safety	106	3,566,000	1,915,000	5,481,000	3,830,000	3,830,000
<b>Account Totals</b>		<b>3,566,000</b>	<b>1,915,000</b>	<b>5,481,000</b>	<b>3,830,000</b>	<b>3,830,000</b>

**3.B – Expenditures by Object or Purpose**

<b>Object of Expenditure</b>	<b>FY 26</b>	<b>FY 27</b>	<b>25-27 Total</b>	<b>27-29 Total</b>	<b>29-31 Total</b>	
FTE Staff Years	14.0	14.0	14.0	14.0	14.0	
Salaries and Wages	999,000	999,000	1,998,000	1,998,000	1,998,000	
Employee Benefits	380,000	380,000	760,000	760,000	760,000	
Goods and Services	2,187,000	536,000	2,723,000	1,072,000	1,072,000	
<b>Total By Object Type</b>		<b>3,566,000</b>	<b>1,915,000</b>	<b>5,481,000</b>	<b>3,830,000</b>	<b>3,830,000</b>

**3.C – FTE Detail**

<b>Staffing</b>	<b>Salary</b>	<b>FY 26</b>	<b>FY 27</b>	<b>25-27 Total</b>	<b>27-29 Total</b>	<b>29-31 Total</b>
Management Analyst 5	98,040	2.0	2.0	2.0	2.0	2.0
Professional Licensing Representative 1	56,881	5.0	5.0	5.0	5.0	5.0
Program Specialist 4	80,464	1.0	1.0	1.0	1.0	1.0
Program Specialist 3	74,729	4.0	4.0	4.0	4.0	4.0
Business & Professions Auditor 3	71,144	1.0	1.0	1.0	1.0	1.0
Licensing Services Representative 3	67,720	1.0	1.0	1.0	1.0	1.0
<b>Total FTE</b>		<b>14.0</b>	<b>14.0</b>	<b>14.0</b>	<b>14.0</b>	<b>14.0</b>

**Part 4 – Capital Budget Impact**

None.

**Part 5 – New Rule Making Required**

None.

# Individual State Agency Fiscal Note

<b>Bill Number:</b> 1878 HB	<b>Title:</b> Young driver safety	<b>Agency:</b> 300-Department of Social and Health Services
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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: Sandy Myer	Phone: 360-786-7140	Date: 02/06/2025
Agency Preparation: Seth Nathan	Phone: 360-902-0001	Date: 02/24/2025
Agency Approval: Dan Winkley	Phone: 360-902-8236	Date: 02/24/2025
OFM Review: Jason Brown	Phone: (360) 742-7277	Date: 02/24/2025

## 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 relates to improving young driver safety.

Section 7 requires the Department of Licensing (DOL) to establish a program to provide vouchers to cover the average cost of driver training education courses for qualifying novice drivers who reside in low-income households. Subsection 7(5) requires DOL to consult with the Department of Social and Health Services (DSHS) and Washington Traffic Safety Commission (WTSC) in providing a policy framework and guidelines for the voucher program to the Legislature by December 1, 2025. Among other criteria, the framework must consider targeted demographics, including individuals or families who are cost burdened or eligible to receive funds under economic and community services programs.

The DSHS Economic Services Administration (ESA) anticipates minimal work associated with providing program and data consultation to DOL, outside of regular workloads, and therefore assumes any impacts would be minor and able to be absorbed within existing resources. Therefore, ESA estimates no fiscal impact associated with the implementation of this bill.

### 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

<b>Bill Number:</b> 1878 HB	<b>Title:</b> Young driver safety	<b>Agency:</b> 350-Superintendent of Public Instruction
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## Part I: Estimates

**No Fiscal Impact**

### Estimated Cash Receipts to:

NONE

### Estimated Operating Expenditures from:

	FY 2026	FY 2027	2025-27	2027-29	2029-31
FTE Staff Years	1.2	0.0	0.6	0.0	0.0
<b>Account</b>					
General Fund-State 001-1	45,000	0	45,000	0	0
<b>Total \$</b>	45,000	0	45,000	0	0

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

### Estimated Capital Budget Impact:

NONE

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

Check applicable boxes and follow corresponding instructions:

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

Legislative Contact: Sandy Myer	Phone: 360-786-7140	Date: 02/06/2025
Agency Preparation: Cindy Jendryka-Wirkkala	Phone: 3607256292	Date: 02/19/2025
Agency Approval: Mike Woods	Phone: 360 725-6283	Date: 02/19/2025
OFM Review: Shea Hamilton	Phone: (360) 229-4774	Date: 02/21/2025

## 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 – New Section

##### Section 1(1)(a)

This section details a list of persons who, in order to obtain an initial driver's license, must satisfactorily complete a driver education course as defined in RCW 28A.220.020, a driver education course as defined by the Department of Licensing (DOL) and offered by a driver training school licensed under chapter 46.82 RCW, or an online, self-paced driver training education course as defined by the DOL.

##### Section 1(1)(b)

Driver education courses offered by a school district or an approved private school must be part of a traffic safety education program authorized by OSPI and certified under chapter 28A.220 RCW.

##### Section 1(1)(c)

An on-line, self-paced driver training education course must meet the standards established by the DOL under chapter 46.82 RCW. Any person 18 through 21 years of age who completes the on-line course must also complete at least six hours of behind-the-wheel instruction. Any person 22 through 24 years of age who complete the on-line course must also complete at least three hours of behind-the-wheel instruction.

##### Section 1(2)(a)

This section details an alternative to subsection (1) and provides a list of persons who must satisfactorily complete a condensed traffic safety education course as defined in RCW 28A.220.020 for a course offered by a school district or approved private school, or a condensed traffic safety education course as defined by the DOL and offered by a driver training school licensed under chapter 46.82 RCW.

##### Section 1(2)(b)

Condensed traffic safety education courses offered by a school district or an approved private school must be part of a traffic safety education program authorized by OSPI and certified under chapter 28A.220 RCW.

##### Section 2(2)(a)

To meet the traffic safety education requirement for a driver's license, applicants must satisfactorily complete the driver training education course as defined in RCW 28A.220.020 for a course offered by a school district or approved private school, a driver training education course as defined by the DOL for a course offered by a driver training school licensed under chapter 46.82 RCW, or beginning January 1, 2027, an online, self-paced driver training education course as defined by the DOL. A school district, approved private school, or driver training school may offer the behind-the wheel instruction for up to four hours in a single day, and is encouraged to do so in cases where students must travel long distances to take the course.

##### Section 5(3)

Condensed traffic safety education course is defined as a course of instruction in traffic safety education, intended for novice drivers between 22 and 25 years of age, authorized by OSPI and licensed by the DOL that consists of at least eight hours of classroom instruction and three hours of behind-the-wheel instruction that follows the approved curriculum as determined in rule.

#### Section 6 – New Section

##### Section 6(1)

Subject to appropriation, the DOL must establish a program to expand education opportunities for driver training school instructors, specifically certification training programs.

Section 6(2)(c)

As part of the program, the DOL must collaborate with OSPI to align instructor requirements under the DOL and OSPI rules to streamline the process of obtaining a driver training school instructor certification.

**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 is no impact to cash receipts.

**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 1 will require a 0.04 FTE Program Supervisor to carry out the following work:

- Section 1(1)(a-b): Meet with DOL to discuss guidelines; perform district outreach to communicate changes.
- Section 1(2)(a): Collaborate with DOL to create a condensed traffic safety education course and provide guidance to districts on the requirements.
- Section 1(6): Meet with DOL regarding the state of the public and private school driver education programs.

OSPI estimates the cost of this position will be \$7,000 in FY26.

Rulemaking will be necessary for Sections 1(1)(b-c) and Section 2(2)(a) to revise behind-the-wheel instruction times, and for Section 1(2)(a) and Section 5(3) to add a condensed traffic safety education course. To accomplish this, OSPI assumes the following staff will be required:

- 0.10 FTE Program Supervisor, \$17,000 in FY26
- 0.02 FTE Administrative Assistant 3, \$3,000 in FY26
- 0.07 FTE Rules Coordinator, \$14,000 in FY26
- 0.02 FTE Executive Director, \$4,000 in FY26

Section 6 is subject to appropriation; therefore, costs are indeterminate with the following assumptions. To carry out the work outlined in Section 6(2)(c), OSPI assumes additional staff time will be required to collaborate with DOL to create a trainer instructor course, determine instructor requirements, and determine how to implement the course. The estimated staff costs are as follows:

- 0.05 FTE Program Supervisor, \$8,000 in FY26
- 0.02 FTE Director, \$6,000 in FY26

**Part III: Expenditure Detail**

**III. A - Operating Budget Expenditures**

Account	Account Title	Type	FY 2026	FY 2027	2025-27	2027-29	2029-31
001-1	General Fund	State	45,000	0	45,000	0	0
<b>Total \$</b>			45,000	0	45,000	0	0

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

**III. B - Expenditures by Object Or Purpose**

	FY 2026	FY 2027	2025-27	2027-29	2029-31
FTE Staff Years	1.2		0.6		
A-Salaries and Wages	24,000		24,000		
B-Employee Benefits	14,000		14,000		
C-Professional Service Contracts					
E-Goods and Other Services	2,000		2,000		
G-Travel	2,000		2,000		
J-Capital Outlays	3,000		3,000		
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements					
9-					
<b>Total \$</b>	45,000	0	45,000	0	0

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

**III. C - Operating FTE Detail:** *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 2026	FY 2027	2025-27	2027-29	2029-31
Administrative Assistant 3	54,204	0.0		0.0		
Executive Director	143,782	0.0		0.0		
Program Supervisor	96,990	1.1		0.6		
Rules Coordinator	111,156	0.1		0.0		
<b>Total FTEs</b>		1.2		0.6		0.0

**III. D - Expenditures By Program (optional)**

NONE

**Part IV: Capital Budget Impact**

**IV. A - Capital Budget Expenditures**

NONE

**IV. B - Expenditures by Object Or Purpose**

NONE

**IV. C - Capital Budget Breakout**

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

NONE

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

NONE

There is no capital budget impact.

## **Part V: New Rule Making Required**

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

Rulemaking will be necessary for Sections 1(1)(b-c) and Section 2(2)(a) to revise behind-the-wheel instruction times, and for Section 1(2)(a) and Section 5(3) to add a condensed traffic safety education course.

# Individual State Agency Fiscal Note

<b>Bill Number:</b> 1878 HB	<b>Title:</b> Young driver safety	<b>Agency:</b> SDF-School District Fiscal Note - SPI
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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: Sandy Myer	Phone: 360-786-7140	Date: 02/06/2025
Agency Preparation: Cindy Jendryka-Wirkkala	Phone: 3607256292	Date: 02/19/2025
Agency Approval: Mike Woods	Phone: (360) 725-6283	Date: 02/19/2025
OFM Review: Shea Hamilton	Phone: (360) 229-4774	Date: 02/21/2025

## 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 – New Section

##### Section 1(1)(a)

This section details a list of persons who, in order to obtain an initial driver's license, must satisfactorily complete a driver education course as defined in RCW 28A.220.020, a driver education course as defined by the Department of Licensing (DOL) and offered by a driver training school licensed under chapter 46.82 RCW, or an online, self-paced driver training education course as defined by the DOL.

##### Section 1(1)(b)

Driver education courses offered by a school district or an approved private school must be part of a traffic safety education program authorized by OSPI and certified under chapter 28A.220 RCW.

##### Section 1(1)(c)

An on-line, self-paced driver training education course must meet the standards established by the DOL under chapter 46.82 RCW. Any person 18 through 21 years of age who completes the on-line course must also complete at least six hours of behind-the-wheel instruction. Any person 22 through 24 years of age who complete the on-line course must also complete at least three hours of behind-the-wheel instruction.

##### Section 1(2)(a)

This section details an alternative to subsection (1) and provides a list of persons who must satisfactorily complete a condensed traffic safety education course as defined in RCW 28A.220.020 for a course offered by a school district or approved private school, or a condensed traffic safety education course as defined by the DOL and offered by a driver training school licensed under chapter 46.82 RCW.

##### Section 1(2)(b)

Condensed traffic safety education courses offered by a school district or an approved private school must be part of a traffic safety education program authorized by OSPI and certified under chapter 28A.220 RCW.

##### Section 2(2)(a)

To meet the traffic safety education requirement for a driver's license, applicants must satisfactorily complete the driver training education course as defined in RCW 28A.220.020 for a course offered by a school district or approved private school, a driver training education course as defined by the DOL for a course offered by a driver training school licensed under chapter 46.82 RCW, or beginning January 1, 2027, an online, self-paced driver training education course as defined by the DOL. A school district, approved private school, or driver training school may offer the behind-the wheel instruction for up to four hours in a single day, and is encouraged to do so in cases where students must travel long distances to take the course.

##### Section 5(3)

Condensed traffic safety education course is defined as a course of instruction in traffic safety education, intended for novice drivers between 22 and 25 years of age, authorized by OSPI and licensed by the DOL that consists of at least eight hours of classroom instruction and three hours of behind-the-wheel instruction that follows the approved curriculum as determined in rule.

#### Section 6 – New Section

##### Section 6(1)

Subject to appropriation, the DOL must establish a program to expand education opportunities for driver training school instructors, specifically certification training programs.

Section 6(2)(c)

As part of the program, the DOL must collaborate with OSPI to align instructor requirements under the DOL and OSPI rules to streamline the process of obtaining a driver training school instructor certification.

**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 is no impact to cash receipts.

**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 does not require any new work for school districts. OSPI does not anticipate any fiscal 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

There is no capital budget impact.

**Part V: New Rule Making Required**

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



# Multiple Agency Ten-Year Analysis Summary

<b>Bill Number</b> 1878 HB	<b>Title</b> Young driver safety
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This ten-year analysis is limited to the estimated cash receipts associated with the proposed tax or fee increases.

## Estimated Cash Receipts

	Fiscal Year 2026	Fiscal Year 2027	Fiscal Year 2028	Fiscal Year 2029	Fiscal Year 2030	Fiscal Year 2031	Fiscal Year 2032	Fiscal Year 2033	Fiscal Year 2034	Fiscal Year 2035	2026-35 TOTAL
Office of State Treasurer	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
Traffic Safety Commission	0	0	0	0	0	0	0	0	0	0	0
Department of Licensing Partially Indeterminate Impact	7,100,000	8,279,000	8,365,000	8,424,000	8,477,000	8,513,000	8,503,000	8,532,000	8,530,000	8,578,000	83,301,000
Department of Social and Health Services	0	0	0	0	0	0	0	0	0	0	0
Superintendent of Public Instruction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>7,100,000</b>	<b>8,279,000</b>	<b>8,365,000</b>	<b>8,424,000</b>	<b>8,477,000</b>	<b>8,513,000</b>	<b>8,503,000</b>	<b>8,532,000</b>	<b>8,530,000</b>	<b>8,578,000</b>	<b>83,301,000</b>



# Ten-Year Analysis

<b>Bill Number</b> 1878 HB	<b>Title</b> Young driver safety	<b>Agency</b> 090 Office of State Treasurer
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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: Mandy Kaplan	Phone: (360) 902-8977	Date: 2/6/2025 3:11:25 pm
Agency Approval: Tammie Nuber	Phone: (360) 902-9011	Date: 2/6/2025 3:11:25 pm
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 2/24/2025 1:31:05 pm



# Ten-Year Analysis

<b>Bill Number</b> 1878 HB	<b>Title</b> Young driver safety	<b>Agency</b> 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**

<b>Name of Tax or Fee</b>	<b>Acct Code</b>												
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Agency Preparation: Megan Given	Phone: 360-596-4049	Date: 2/11/2025 9:39:38 am
Agency Approval: Mario Buono	Phone: (360) 596-4046	Date: 2/11/2025 9:39:38 am
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 2/24/2025 1:31:05 pm



# Ten-Year Analysis

<b>Bill Number</b> 1878 HB	<b>Title</b> Young driver safety	<b>Agency</b> 228 Traffic Safety 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: Mark McKechnie	Phone: 3607259889	Date: 2/10/2025 9:17:01 am
Agency Approval: Mark McKechnie	Phone: 3607259889	Date: 2/10/2025 9:17:01 am
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 2/24/2025 1:31:05 pm



# Ten-Year Analysis

<b>Bill Number</b> 1878 HB	<b>Title</b> Young driver safety	<b>Agency</b> 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 2026	Fiscal Year 2027	Fiscal Year 2028	Fiscal Year 2029	Fiscal Year 2030	Fiscal Year 2031	Fiscal Year 2032	Fiscal Year 2033	Fiscal Year 2034	Fiscal Year 2035	2026-35 TOTAL
	NEW	7,100,000	8,279,000	8,365,000	8,424,000	8,477,000	8,513,000	8,503,000	8,532,000	8,530,000	8,578,000	83,301,000
<b>Total</b>		<b>7,100,000</b>	<b>8,279,000</b>	<b>8,365,000</b>	<b>8,424,000</b>	<b>8,477,000</b>	<b>8,513,000</b>	<b>8,503,000</b>	<b>8,532,000</b>	<b>8,530,000</b>	<b>8,578,000</b>	<b>83,301,000</b>
<b>Biennial Totals</b>		<b>15,379,000</b>	<b>16,789,000</b>	<b>16,990,000</b>	<b>17,035,000</b>	<b>17,108,000</b>	<b>83,301,000</b>					

## Narrative Explanation (Required for Indeterminate Cash Receipts)

The bill aims to improve young driver safety by expanding driver education requirements and adjusting fees for licenses, exams, permits, and license service fee. The total revenue impact is an increase from fees, and a partially indeterminate amount from new students/instructors. It mandates phased-in driver training education for individuals up to 25 years old and increases certain fees starting in 2026, with portions of these fees allocated to a new Driver Education Safety Improvement Account.

Agency Preparation: Oliver Einarsson	Phone: 3606345462	Date: 2/20/2025 1:44:21 pm
Agency Approval: Gerrit Eades	Phone: (360) 902-3931	Date: 2/20/2025 1:44:21 pm
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 2/24/2025 1:31:05 pm



# Ten-Year Analysis

<b>Bill Number</b> 1878 HB	<b>Title</b> Young driver safety	<b>Agency</b> 300 Department of Social and Health Services
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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**

<b>Name of Tax or Fee</b>	<b>Acct Code</b>												
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Agency Preparation: Seth Nathan	Phone: 360-902-0001	Date: 2/24/2025 7:56:56 am
Agency Approval: Dan Winkley	Phone: 360-902-8236	Date: 2/24/2025 7:56:56 am
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 2/24/2025 1:31:05 pm



# Ten-Year Analysis

<b>Bill Number</b> 1878 HB	<b>Title</b> Young driver safety	<b>Agency</b> 350 Superintendent of Public Instruction
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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: Cindy Jendryka-Wirkkala	Phone: 3607256292	Date: 2/19/2025 7:14:48 am
Agency Approval: Mike Woods	Phone: 360 725-6283	Date: 2/19/2025 7:14:48 am
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 2/24/2025 1:31:05 pm



# Ten-Year Analysis

<b>Bill Number</b> 1878 HB	<b>Title</b> Young driver safety	<b>Agency</b> SDF School District Fiscal Note - SPI
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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**

<b>Name of Tax or Fee</b>	<b>Acct Code</b>												
---------------------------	------------------	--	--	--	--	--	--	--	--	--	--	--	--

Agency Preparation: Cindy Jendryka-Wirkkala	Phone: 3607256292	Date: 2/19/2025 7:13:21 am
Agency Approval: Mike Woods	Phone: (360) 725-6283	Date: 2/19/2025 7:13:21 am
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 2/24/2025 1:31:05 pm