

# Multiple Agency Fiscal Note Summary

<b>Bill Number:</b> 1878 S 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	11.0	0	0	4,065,000	11.0	0	0	3,030,000	11.0	0	0	3,030,000
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	.1	21,000	21,000	21,000	.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>11.1</b>	<b>21,000</b>	<b>21,000</b>	<b>4,086,000</b>	<b>11.0</b>	<b>0</b>	<b>0</b>	<b>3,030,000</b>	<b>11.0</b>	<b>0</b>	<b>0</b>	<b>3,030,000</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 3/12/2025
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# Individual State Agency Fiscal Note

<b>Bill Number:</b> 1878 S 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: 03/03/2025
Agency Preparation: Mandy Kaplan	Phone: (360) 902-8977	Date: 03/05/2025
Agency Approval: Dan Mason	Phone: (360) 902-8990	Date: 03/05/2025
OFM Review: Megan Tudor	Phone: (360) 890-1722	Date: 03/07/2025

## 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.*

SHB 1878 creates the driver education safety improvement account and allows the account to retain its earnings from investments.

There will be some de-minimis work for OST which can be completed within current practices and resources.

### 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.

### 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 S 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: 03/03/2025
Agency Preparation: Megan Given	Phone: 360-596-4049	Date: 03/05/2025
Agency Approval: Mario Buono	Phone: (360) 596-4046	Date: 03/05/2025
OFM Review: Maria Thomas	Phone: (360) 229-4717	Date: 03/05/2025

## 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 substitute version of the proposed legislation does not alter our assessment of fiscal impact.

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

Revised

<b>Bill Number:</b> 1878 S 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: 03/03/2025
Agency Preparation: Mark McKechnie	Phone: 3607259889	Date: 03/07/2025
Agency Approval: Mark McKechnie	Phone: 3607259889	Date: 03/07/2025
OFM Review: Brooke Gore	Phone: (564) 669-0703	Date: 03/10/2025

## 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.*

SHB 1878 AN ACT Relating to improving young driver safety; amending RCW 46.20.100, 46.20.181, 46.82.420, 46.20.120, 46.20.055, 46.68.041, 46.17.025, 46.68.220, and 46.63.200; reenacting and amending RCW 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.

Sec 1. New section added to 46.20 RCW 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 18-21. Age groups above age 17 are added at specific times between Jan. 1, 2027, and Jan. 1, 2030. Adds requirements for DOL reporting on requirements under this section.

Sec 2. Amending RCW 46.20.100 and 2024 c 162 s 2: A person under 18 may meet traffic safety education requirement by completing a driver training education course defined by DOL. Behind the wheel instruction may be offered for up to four hours in one day in the case of hardship, such as great travel distance to receive instruction. Encourages driver training schools to offer online driver education course modules.

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 46.82.420: Adds (4) The department may approve the use of electronic translation devices for behind-the-wheel training purposes.

Sec 5. New Section: 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

Sec. 6. New Section: 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 novice drivers ages 15 to 21 in low-income households; 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

Sec 7. New Section: Adding to 46.56 RCW: Recipient income data collected by the department of licensing is exempt from disclosure

Sec 8. 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 9. Amending RCW 46.20.120 and 2021 c 158 s 6: Department may approve use of electronic translation devices for examination purposes. Effective Jan 1, 2026, driver's instruction application fee will be \$35

Sec 10. Amending RCW 46.20.055 and 2021 c 158 s 3: 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 11. Amending RCW 46.68.041 and 2022 c 182 s 210: directs portion of fees to driver education safety improvement account.

Sec 12. Amending RCW 46.17.025 Increases vehicle registration service fee from 50 cents to 75 cents. Directs 2/3 of amount into Move Ahead WA account and 1/3 of revenue into driver education safety improvement account.

Sec 13. Amending RCW 46.68.220 and 2011 c 367 s 719 Changes language regarding deposits from 46.17.025 into motor vehicle account.

Sec 14. 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.

Sec 15. New Section added to 46.20 RCW: A new Driver Education Safety Improvement Account is created to fund driver's education programs

Sec 16. 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 17. 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.

Sec 18.: Sec 12 and 13 take effect Jan 1, 2026

Sec 19.: Sec 16 expires Jul 1, 2028

Sec 21.: Sec 17 takes effect July 1, 2028

Consultation with DOL on driver education voucher program in Sec. 6 does not have any fiscal impact on WTSC.

## **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 S 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
Driver Education Safety Improvement Account-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	11.0	11.0	11.0	11.0	11.0
<b>Account</b>					
Highway Safety Account-State 106 -1	2,550,000	1,515,000	4,065,000	3,030,000	3,030,000
<b>Total \$</b>	2,550,000	1,515,000	4,065,000	3,030,000	3,030,000

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: 03/03/2025
Agency Preparation: Oliver Einarsson	Phone: 3606345462	Date: 03/12/2025
Agency Approval: Gerrit Eades	Phone: (360) 902-3931	Date: 03/12/2025
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 03/12/2025

## 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.*

Changes from HB 1878 to SHB 1878:

- Removes the requirement for a self-paced option for drivers that are 16 years old and over.
- Reduces driver training education for persons under the age of 25 to 22 years old.
- Reduces the age for the refresher course from 25 years to 22 years.
- Removes the requirement for DOL to produce a condensed traffic safety education course.
- Adds encouragement for driver training schools to use online course modules and focus on behind-the-wheel instruction.
- Adds authorization for DOL to approve the use of electronic translation devices for behind-the-wheel training and testing purposes.
- Removes authorization for Lemay America plate fees to be deposited into the newly established account.

These changes did require DOL to modify the fiscal impacts from the previous version, see narrative for more details. We additionally updated our impacts to remove the estimated costs for the refresher course, as that is discretionary for the agency and was a previous oversight.

Section 1:

- Sets basic course requirement and standards for driver education based on age. This section also creates a waiver program and authorizes DOL to make rules for the waiver program in coordination with OSPI.

Section 2:

- Encourages online driver training education course modules in driver training education courses to the extent feasible, and to focus teaching resources on the behind-the-wheel portion of driver training education. Also requires online modules to meet standards set by DOL in Chapter 46.82 RCW.

Section 3:

- Authorizes DOL to establish rules for initial license holders to complete a driver education refresher course at their first license renewal, focusing on risk management and hazard perception.

Section 4:

- Allows DOL to approve the use of translation devices for behind-the-wheel training and testing purposes.

Section 5:

- Requires DOL to establish a driver training school instructor program for certifying training programs.

Section 6:

- Requires DOL to establish a voucher program to cover costs of driver training education. With the goal of assisting as many people as possible prioritized by greatest need and establishes various rules of conduct for the voucher program.

Section 7:

- Exempts recipient income data collected by DOL as part of the voucher program from public disclosure.

Section 8:

- Requires DOL to partner with tribal governments to provide young driver education and training in tribal communities.
- DOL must provide a biennial report to the legislature on program activities effective July 1, 2027.

Section 9:

- Allows DOL to approve the use of translation devices for examination purposes. This section also increases driver's application fee to \$50 starting January 1, 2026.

Section 10:

- Increases the application fee for instruction permits to \$35 starting January 1, 2026.

Section 11:

- Authorizes \$15 of the driver's application fee and \$10 of the drivers instruction permit application will be placed into the account established under section 15, effective January 1, 2026.

Section 12:

- Authorizes one-third of the revenue generated from the vehicle registration fee and increases this fee from 50 cent to 75 cent, to be deposited into the driver education safety improvement account created in Sec. 15 of this act.

Section 15:

- 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	2,550,000	1,515,000	4,065,000	3,030,000	3,030,000
<b>Total \$</b>			2,550,000	1,515,000	4,065,000	3,030,000	3,030,000

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	11.0	11.0	11.0	11.0	11.0
A-Salaries and Wages	792,000	792,000	1,584,000	1,584,000	1,584,000
B-Employee Benefits	300,000	300,000	600,000	600,000	600,000
C-Professional Service Contracts					
E-Goods and Other Services	1,458,000	423,000	1,881,000	846,000	846,000
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>	2,550,000	1,515,000	4,065,000	3,030,000	3,030,000

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	4.0	4.0	4.0	4.0	4.0
Program Specialist 3	74,729	2.0	2.0	2.0	2.0	2.0
Program Specialist 4	80,464	1.0	1.0	1.0	1.0	1.0
<b>Total FTEs</b>		11.0	11.0	11.0	11.0	11.0

**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: SHB 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		11.0	11.0	11.0	11.0	11.0
Operating Expenditures	Fund	FY 26	FY 27	25-27 Total	27-29 Total	29-31 Total
Highway Safety	106	2,550,000	1,515,000	4,065,000	3,030,000	3,030,000
<b>Account Totals</b>		<b>2,550,000</b>	<b>1,515,000</b>	<b>4,065,000</b>	<b>3,030,000</b>	<b>3,030,000</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: 3/10/2025
Agency Approval: Gerrit Eades	Phone: (360) 867-8233	Date: 3/10/2025

Request #	1
Bill #	1878 SHB

## **Part 2 – Explanation**

This bill:

- Requires driver training education for persons under the age of 22 years.
- Makes changes to reciprocity requirements for driver's licenses for persons under the age of 18 years.
- Provides an option for DOL to create a refresher course for persons under the age of 22 years upon license renewal, as determined by rule.
- Encourages driver training schools to use online course modules and focus on behind-the-wheel instruction.
- Further directs DOL to implement a comprehensive training program for driver training school instructors.
- Authorizes the DOL to approve the use of electronic translation devices for behind-the-wheel training and testing purposes.
- 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 (increased from 50 cents), into the driver education safety improvement account.
- Authorizes a portion of traffic safety infraction fines to be deposited into the newly created account.
- Requires the DOL to produce numerous reports on the implementation of these activities.

### **Changes from HB 1878 to SHB 1878:**

- Removes the requirement for a self-paced option for drivers that are 16 years old and over.
- Reduces driver training education for persons under the age of 25 to 22 years old.
- Reduces the age for the refresher course from 25 years to 22 years.
- Removes the requirement for DOL to produce a condensed traffic safety education course.
- Adds encouragement for driver training schools to use online course modules and focus on behind-the-wheel instruction.
- Adds authorization for DOL to approve the use of electronic translation devices for behind-the-wheel training and testing purposes.
- Removes authorization for Lemay America plate fees to be deposited into the newly established account.

These changes did require DOL to modify the fiscal impacts from the previous version, see narrative for more details. We additionally updated our impacts to remove the estimated costs for the refresher course, as that is discretionary for the agency and was a previous oversight.

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

#### **Section 1:**

- Sets basic course requirement and standards for driver education based on age. This section also creates a waiver program and authorizes DOL to make rules for the waiver program in coordination with OSPI.

#### **Section 2:**

- Encourages online driver training education course modules in driver training education courses to the extent feasible, and to focus teaching resources on the behind-the-wheel portion of driver training education. Also requires online modules to meet standards set by DOL in Chapter 46.82 RCW.

**Section 3:**

- Authorizes DOL to establish rules for initial license holders to complete a driver education refresher course at their first license renewal, focusing on risk management and hazard perception.

**Section 4:**

- Allows DOL to approve the use of translation devices for behind-the-wheel training and testing purposes.

**Section 5:**

- Requires DOL to establish a driver training school instructor program for certifying training programs.

**Section 6:**

- Requires DOL to establish a voucher program to cover costs of driver training education. With the goal of assisting as many people as possible prioritized by greatest need and establishes various rules of conduct for the voucher program.

**Section 7:**

- Exempts recipient income data collected by DOL as part of the voucher program from public disclosure.

**Section 8:**

- Requires DOL to partner with tribal governments to provide young driver education and training in tribal communities.
- DOL must provide a biennial report to the legislature on program activities effective July 1, 2027.

**Section 9:**

- Allows DOL to approve the use of translation devices for examination purposes. This section also increases driver's application fee to \$50 starting January 1, 2026.

**Section 10:**

- Increases the application fee for instruction permits to \$35 starting January 1, 2026.

**Section 11:**

- Authorizes \$15 of the driver's application fee and \$10 of the drivers instruction permit application will be placed into the account established under section 15, effective January 1, 2026.

**Section 12:**

- Authorizes one-third of the revenue generated from the vehicle registration fee and increases this fee from 50 cent to 75 cent, to be deposited into the driver education safety improvement account created in Sec. 15 of this act.

**Section 15:**

- 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 22 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 8.1 million per year, outlined below.

Current Workload	Average Workload	Cost Increase	Revenue Impact
Driver Exams	322,034	\$ 15.00	\$ 4,830,509.08
Instruction Permit	112,971	\$ 10.00	\$ 1,129,705.00
Driver License Original	316,734		\$ -
DOL Service Fee	8,668,532	\$ 0.25	\$ 2,167,133.05
Total			\$ 8,127,347.12

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 11 FTE’s. All FTEs are ongoing.

### 1 Management Analyst 5 (MA5): Ongoing

- 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 (MA5): Ongoing

- This MA5 position DOL’s Research and Analysis Office (RAO). This position will support the business areas 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 Driver Training School requirement and the industry readiness to accommodate additional growth (outlined in section 1(6)).

### 3 Professional Licensing Representative 1 (PLR1): Ongoing

- Process 15,000 voucher applications annually.
- Customer service work supporting application process and awards (phone calls, emails).

### 1 Professional Licensing Representative (PLR1): Ongoing

- Increase in the number of instructors and schools to support application issuance, renewals, customer service.
- OSPI instructor applications.

### 1 Program Specialist 4 (PS4): Ongoing

- Establish a program to partner with tribal government to provide young driver education.
- Submit implementation plan by 1/1/26 and begin starting the program on 7/1/26.
- Lead efforts to operationalize implementation plan.
- Working directly with tribal governments to deliver effective driver education solutions.

### 2 Program Specialist 3 (PS3): Ongoing

- Create and revise state-wide resources for drivers.
  - Driver guides.
  - Curriculum Standards.
  - Traffic Safety Education Curriculum.
  - Knowledge exams.
- Create and revise curriculum and resources for Driver Training Schools (DTS).
  - Teach and assess driver instructors.
  - DTS Business Guidance.
  - Driver Instructor Series.
  - Ongoing development of course materials.
  - Deliver instructor training.
  - Professional development courses.
  - Work 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.

### 1 Business and Professions Auditor 3 (BPA3) Ongoing

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

### 1 Licensing Services Representative 3 (LSR3): Ongoing

- 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	274,200	-	-	-	-	-	274,200
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	47,600	-	-	-	-	-	47,600
PROJECT MANAGER	Manage schedule and contracts	\$ 35,037	63,100	-	-	-	-	-	63,100
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	23,800	-	-	-	-	-	23,800
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	276,900	-	-	-	-	-	276,900
TRAINER	Trains business partners and employees in new system processes and capabilities.	\$ 27,144	65,100	-	-	-	-	-	65,100
PROJECT CONTINGENCY	Office of the Chief Information Officer designated rate of 10%	\$ 27,394	75,100	-	-	-	-	-	75,100
<b>Totals</b>			<b>825,800</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>825,800</b>

*These figures are calculated and rounded to 100th value*

**What DOL will implement:**

**Issuance Requirements:**

- Modify the validation requirements for driver license issuance and motorcycle endorsement customers between the ages of 18-21 to require the successful completion of traffic safety education course or an online 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;
- Remove the hard stop requiring proof of Traffic Safety course completion for reciprocity first-time issuance of driver licenses (including motorcycle endorsements).
- Check to ensure course completion on file for an intermediate license effective 1/1/2027 for customers under 18 years to have either online or instructor led course completions.

**Driver License/Intermediate Driver License Account:**

- Modify intermediate and driver license accounts to add new course completion types (online and instructor) led.

**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.
    - Online.

**Existing interface changes to Training School Portal eService:**

- Modify current business webservice to receive new data elements for new course curriculums:
  - Traditional:
    - Add new delivery method: online, remove hybrid.
- Modify the bulk course completions/hours excel upload doc for curriculums.

**Voucher Program (estimated up to 16,000 applicants/yr):**

- New web request for applicants between the ages of 15-21 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 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.

**Reports:**

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

**Financials:**

- Update application fee to \$50 in addition to license fee 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).
- 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:**

- Add three new endorsements to be available on all four Driver Training School (DTS) 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.
- 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**

Operating Expenditures	Fund	FY 26	FY 27	25-27 Total	27-29 Total	29-31 Total
Highway Safety	106	2,550,000	1,515,000	4,065,000	3,030,000	3,030,000
<b>Account Totals</b>		<b>2,550,000</b>	<b>1,515,000</b>	<b>4,065,000</b>	<b>3,030,000</b>	<b>3,030,000</b>

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

Object of Expenditure	FY 26	FY 27	25-27 Total	27-29 Total	29-31 Total	
FTE Staff Years	11.0	11.0	11.0	11.0	11.0	
Salaries and Wages	792,000	792,000	1,584,000	1,584,000	1,584,000	
Employee Benefits	300,000	300,000	600,000	600,000	600,000	
Goods and Services	1,458,000	423,000	1,881,000	846,000	846,000	
<b>Total By Object Type</b>		<b>2,550,000</b>	<b>1,515,000</b>	<b>4,065,000</b>	<b>3,030,000</b>	<b>3,030,000</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 REPRES	56,881	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
Program Specialist 3	74,729	2.0	2.0	2.0	2.0	2.0
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>11.0</b>	<b>11.0</b>	<b>11.0</b>	<b>11.0</b>	<b>11.0</b>

### **Part 4 – Capital Budget Impact**

None.

### **Part 5 – New Rule Making Required**

None.

# Individual State Agency Fiscal Note

<b>Bill Number:</b> 1878 S 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: 03/03/2025
Agency Preparation: Seth Nathan	Phone: 360-902-0001	Date: 03/06/2025
Agency Approval: Douglas Hoffer	Phone: 360-902-8187	Date: 03/06/2025
OFM Review: Jason Brown	Phone: (360) 742-7277	Date: 03/12/2025

## 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 6 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 6(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. This requirement was provided in Section 7 of the prior version of the bill.

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 S 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	0.1	0.0	0.1	0.0	0.0
<b>Account</b>					
General Fund-State 001-1	21,000	0	21,000	0	0
<b>Total \$</b>	21,000	0	21,000	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: 03/03/2025
Agency Preparation: Cindy Jendryka-Wirkkala	Phone: 3607256292	Date: 03/05/2025
Agency Approval: Mike Woods	Phone: 360 725-6283	Date: 03/05/2025
OFM Review: Shea Hamilton	Phone: (360) 229-4774	Date: 03/05/2025

## 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.*

Changes compared to HB 1878

The list of RCWs being amended has been revised to include RCW 46.82.420. Removed from the list are RCW 46.82.420 and 28A.220.020.

Section 1(1)(a)

Online, self-paced driver training education courses are removed from the list of courses that can be completed in order to obtain an initial driver's license.

Section 1(1)(a)(v, vi, and vii) are removed.

Section 1(1)(b)

Amended language informs that behind-the-wheel instruction may be offered for up to four hours in a single day in cases of hardship, such as a student needing to travel a great distance to receive instruction.

Section 1(1)(c)

Driver training schools licensed under chapter 46.82 RCW are encouraged to include online driver training education course modules to the extent feasible and to focus teaching resources on the behind-the-wheel portion of driver training education. 'Self-paced' is removed from the description of the online driver training course.

Section 1(1)(d)

Subsection is added informing that eligibility to enroll in a driver training course defined in RCW 28A.220.020 under this section is limited to students who are enrolled in a public school, as defined in RCW 28A.150.010; an approved private school, under RCW 28A.305.130; or are receiving home-based instruction in accordance with chapter 28A.200 RCW.

Prior Section 1(2)(a-b) are removed.

Section 1(2) is former Section 1(3).

Section 1(3) is former Section 1(4).

Section 1(4) is former Section 1(5).

Section 1(5) is the first sentence of former Section 1(6).

Section 1(6) is amended to include only the second sentence of former Section 1(6).

Section 2(2)(a)

Online, self-paced driver training education courses are removed from the list of courses that can be completed in order to meet the traffic safety education requirement for a driver's license. Amended language informs that behind-the-wheel instruction may be offered for up to four hours in a single day in cases of hardship, such as a student needing to travel a great distance to receive instruction.

Section 2(2)(b)

Amended language informs that driver training schools licensed under chapter 46.82 RCW are encouraged to include online driver training education course modules to the extent feasible and to focus teaching resources on the behind-the-wheel

portion of driver training education. Online driver training education modules must meet the standards established by DOL under chapter 46.82 RCW.

#### Section 4

Section 4(1-15) definitions are removed and replaced with Sections 4(1-4) below.

#### Section 4(1)

Language is added requiring DOL and OSPI to jointly develop and maintain a required curriculum as specified in RCW 28A.220.035. DOL shall furnish a copy of the curriculum to each qualified applicant for an instructor's license or a driver training school license.

#### Section 4(2)(a-f)

Language added outlining a list of information the required curriculum shall include.

#### Section 4(3)

Language added requiring licensed instructors or driver training schools, when proof is provided to the DOL that they are not showing proper diligence in teaching required curriculum, to appear before DOL and show cause why their license should not be revoked for negligence. If DOL does not accept the reasons offered, DOL may revoke the license of the instructor or school, or both.

#### Section 4(4)

DOL may approve the use of electronic translation devices for behind-the-wheel training purposes.

Former Section 5 is removed.

Section 5 is former Section 6.

Section 6 is former Section 7.

#### Section 6(1)

Language amended informing that the voucher program established by DOL is to provide vouchers for individuals between the ages of 15 and 21 to cover up to the average cost of driver training education courses. The voucher may be applied to the cost of a course offered by a school district or a private school, or the cost of a course offered by a driver training school under this chapter.

#### Section 6(4)(a)

Language amended informing that driver training education course costs or fees may not be inflated to offset any voucher amounts provided by school applicants.

Section 7 is former Section 8.

Section 8 is former Section 9.

Section 9 is former Section 10.

Language is added informing that DOL may approve the use of electronic translation devices for examination purposes.

#### Section 9(2)

Language amended replacing 'examination fee' with 'application fee.'

Section 10 is former Section 11.

Section 10(2)

Language amended to remove ‘condensed traffic safety education course.’

Section 11 is former Section 12.

Section 12 is former Section 13.

Section 13 is former Section 14.

Section 14 is former Section 15.

Section 15 is former Section 16.

Language amended to remove ‘the portion of the LeMay-America’s car museum special license plate fee revenue as designated in chapter . . . , Laws of 2025 (Senate Bill No. 5444) or chapter . . . , Laws of 2025 (House Bill No. 1368).

Section 16 is former Section 17.

Section 17 is former Section 18.

Section 18 is former Section 19.

Section 19 is former Section 20.

Section 20 is former Section 21.

Summary of SHB 1878

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 or 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.

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. Behind-the-wheel instruction may be offered for up to four hours in a single day in cases of hardship, such as a student needing to travel a great distance to receive instruction.

Section 1(1)(c)

Driver training schools licensed under chapter 46.82 RCW are encouraged to include online driver training education course modules to the extent feasible and to focus teaching resources on the behind-the-wheel portion of driver training education. Online driver training education course modules must meet standards established by DOL under chapter 46.82 RCW.

Section 1(1)(d)

Eligibility to enroll in a driver training course defined in RCW 28A.220.020 is limited to students who are enrolled in a public school, as defined in RCW 28A.150.010; an approved private school, under RCW 28A.305.130; or are receiving home-based instruction in accordance with chapter 28A.200 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, or 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. Courses offered by a school district or approved private school must be part of a traffic safety education program authorized by OSPI and certified under chapter 28A.220 RCW. Behind-the wheel instruction may be offered for up to four hours in a single day in cases of hardship, such as a student needing to travel a great distance to receive the instruction.

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

Driver training schools licensed under chapter 46.82 RCW are encouraged to include online driver training education course modules to the extent feasible and to focus teaching resources on the behind-the-wheel portion of driver training education. Online driver training education modules must meet the standards established by DOL under chapter 46.82 RCW.

#### Section 4(4)

DOL may approve the use of electronic translation devices for behind-the-wheel training purposes.

#### Section 5 – New Section

##### Section 5(1)

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

##### Section 5(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 0.005 FTE Program Supervisor to carry out the following work:

- Section 1(1)(a-b): Perform district outreach to communicate changes.

OSPI estimates the cost of this position will be \$1,000 in FY26.

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

- 0.05 FTE Program Supervisor, \$9,000 in FY26
- 0.01 FTE Administrative Assistant 3, \$2,000 in FY26
- 0.04 FTE Rules Coordinator, \$7,000 in FY26
- 0.01 FTE Executive Director, \$2,000 in FY26

Section 5 is subject to appropriation; therefore, costs are indeterminate with the following assumptions. To carry out the work outlined in Section 5(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	21,000	0	21,000	0	0
<b>Total \$</b>			21,000	0	21,000	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	0.1		0.1		
A-Salaries and Wages	11,000		11,000		
B-Employee Benefits	7,000		7,000		
C-Professional Service Contracts					
E-Goods and Other Services	1,000		1,000		
G-Travel	1,000		1,000		
J-Capital Outlays	1,000		1,000		
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements					
9-					
<b>Total \$</b>	21,000	0	21,000	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	0.1		0.0		
Rules Coordinator	111,156	0.0		0.0		
<b>Total FTEs</b>		0.1		0.1		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.

# Individual State Agency Fiscal Note

<b>Bill Number:</b> 1878 S 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: 03/03/2025
Agency Preparation: Cindy Jendryka-Wirkkala	Phone: 3607256292	Date: 03/05/2025
Agency Approval: Mike Woods	Phone: (360) 725-6283	Date: 03/05/2025
OFM Review: Shea Hamilton	Phone: (360) 229-4774	Date: 03/05/2025

## 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.*

Changes compared to HB 1878

The list of RCWs being amended has been revised to include RCW 46.82.420. Removed from the list are RCW 46.82.420 and 28A.220.020.

Section 1(1)(a)

Online, self-paced driver training education courses are removed from the list of courses that can be completed in order to obtain an initial driver's license.

Section 1(1)(a)(v, vi, and vii) are removed.

Section 1(1)(b)

Amended language informs that behind-the-wheel instruction may be offered for up to four hours in a single day in cases of hardship, such as a student needing to travel a great distance to receive instruction.

Section 1(1)(c)

Driver training schools licensed under chapter 46.82 RCW are encouraged to include online driver training education course modules to the extent feasible and to focus teaching resources on the behind-the-wheel portion of driver training education. 'Self-paced' is removed from the description of the online driver training course.

Section 1(1)(d)

Subsection is added informing that eligibility to enroll in a driver training course defined in RCW 28A.220.020 under this section is limited to students who are enrolled in a public school, as defined in RCW 28A.150.010; an approved private school, under RCW 28A.305.130; or are receiving home-based instruction in accordance with chapter 28A.200 RCW.

Prior Section 1(2)(a-b) are removed.

Section 1(2) is former Section 1(3).

Section 1(3) is former Section 1(4).

Section 1(4) is former Section 1(5).

Section 1(5) is the first sentence of former Section 1(6).

Section 1(6) is amended to include only the second sentence of former Section 1(6).

Section 2(2)(a)

Online, self-paced driver training education courses are removed from the list of courses that can be completed in order to meet the traffic safety education requirement for a driver's license. Amended language informs that behind-the-wheel instruction may be offered for up to four hours in a single day in cases of hardship, such as a student needing to travel a great distance to receive instruction.

Section 2(2)(b)

Amended language informs that driver training schools licensed under chapter 46.82 RCW are encouraged to include online driver training education course modules to the extent feasible and to focus teaching resources on the behind-the-wheel

portion of driver training education. Online driver training education modules must meet the standards established by DOL under chapter 46.82 RCW.

#### Section 4

Section 4(1-15) definitions are removed and replaced with Sections 4(1-4) below.

#### Section 4(1)

Language is added requiring DOL and OSPI to jointly develop and maintain a required curriculum as specified in RCW 28A.220.035. DOL shall furnish a copy of the curriculum to each qualified applicant for an instructor's license or a driver training school license.

#### Section 4(2)(a-f)

Language added outlining a list of information the required curriculum shall include.

#### Section 4(3)

Language added requiring licensed instructors or driver training schools, when proof is provided to the DOL that they are not showing proper diligence in teaching required curriculum, to appear before DOL and show cause why their license should not be revoked for negligence. If DOL does not accept the reasons offered, DOL may revoke the license of the instructor or school, or both.

#### Section 4(4)

DOL may approve the use of electronic translation devices for behind-the-wheel training purposes.

Former Section 5 is removed.

Section 5 is former Section 6.

Section 6 is former Section 7.

#### Section 6(1)

Language amended informing that the voucher program established by DOL is to provide vouchers for individuals between the ages of 15 and 21 to cover up to the average cost of driver training education courses. The voucher may be applied to the cost of a course offered by a school district or a private school, or the cost of a course offered by a driver training school under this chapter.

#### Section 6(4)(a)

Language amended informing that driver training education course costs or fees may not be inflated to offset any voucher amounts provided by school applicants.

Section 7 is former Section 8.

Section 8 is former Section 9.

Section 9 is former Section 10.

Language is added informing that DOL may approve the use of electronic translation devices for examination purposes.

#### Section 9(2)

Language amended replacing 'examination fee' with 'application fee.'

Section 10 is former Section 11.

Section 10(2)

Language amended to remove ‘condensed traffic safety education course.’

Section 11 is former Section 12.

Section 12 is former Section 13.

Section 13 is former Section 14.

Section 14 is former Section 15.

Section 15 is former Section 16.

Language amended to remove ‘the portion of the LeMay-America’s car museum special license plate fee revenue as designated in chapter . . . , Laws of 2025 (Senate Bill No. 5444) or chapter . . . , Laws of 2025 (House Bill No. 1368).

Section 16 is former Section 17.

Section 17 is former Section 18.

Section 18 is former Section 19.

Section 19 is former Section 20.

Section 20 is former Section 21.

Summary of SHB 1878

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 or 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.

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. Behind-the-wheel instruction may be offered for up to four hours in a single day in cases of hardship, such as a student needing to travel a great distance to receive instruction.

Section 1(1)(c)

Driver training schools licensed under chapter 46.82 RCW are encouraged to include online driver training education course modules to the extent feasible and to focus teaching resources on the behind-the-wheel portion of driver training education. Online driver training education course modules must meet standards established by DOL under chapter 46.82 RCW.

Section 1(1)(d)

Eligibility to enroll in a driver training course defined in RCW 28A.220.020 is limited to students who are enrolled in a public school, as defined in RCW 28A.150.010; an approved private school, under RCW 28A.305.130; or are receiving home-based instruction in accordance with chapter 28A.200 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, or 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. Courses offered by a school district or approved private school must be part of a traffic safety education program authorized by OSPI and certified under chapter 28A.220 RCW. Behind-the wheel instruction may be offered for up to four hours in a single day in cases of hardship, such as a student needing to travel a great distance to receive the instruction.

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

Driver training schools licensed under chapter 46.82 RCW are encouraged to include online driver training education course modules to the extent feasible and to focus teaching resources on the behind-the-wheel portion of driver training education. Online driver training education modules must meet the standards established by DOL under chapter 46.82 RCW.

#### Section 4(4)

DOL may approve the use of electronic translation devices for behind-the-wheel training purposes.

#### Section 5 – New Section

##### Section 5(1)

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

##### Section 5(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 S 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 S 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**

<b>Name of Tax or Fee</b>	<b>Acct Code</b>												
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Agency Preparation: Mandy Kaplan	Phone: (360) 902-8977	Date: 3/5/2025 9:03:04 am
Agency Approval: Dan Mason	Phone: (360) 902-8990	Date: 3/5/2025 9:03:04 am
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 3/12/2025 3:25:53 pm



# Ten-Year Analysis

<b>Bill Number</b> 1878 S 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**

Name of Tax or Fee	Acct Code												
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Agency Preparation: Megan Given	Phone: 360-596-4049	Date: 3/5/2025 10:38:03 am
Agency Approval: Mario Buono	Phone: (360) 596-4046	Date: 3/5/2025 10:38:03 am
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 3/12/2025 3:25:53 pm



# Ten-Year Analysis

<b>Bill Number</b> 1878 S 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											

Agency Preparation: Mark McKechnie	Phone: 3607259889	Date: 3/7/2025 5:07:23 pm
Agency Approval: Mark McKechnie	Phone: 3607259889	Date: 3/7/2025 5:07:23 pm
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 3/12/2025 3:25:53 pm



# Ten-Year Analysis

<b>Bill Number</b> 1878 S 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 22 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: 3/12/2025 3:07:11 pm
Agency Approval: Gerrit Eades	Phone: (360) 902-3931	Date: 3/12/2025 3:07:11 pm
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 3/12/2025 3:25:53 pm



# Ten-Year Analysis

<b>Bill Number</b> 1878 S 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: 3/6/2025 9:14:12 am
Agency Approval: Douglas Hoffer	Phone: 360-902-8187	Date: 3/6/2025 9:14:12 am
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 3/12/2025 3:25:53 pm



# Ten-Year Analysis

<b>Bill Number</b> 1878 S 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**

<b>Name of Tax or Fee</b>	<b>Acct Code</b>												
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Agency Preparation: Cindy Jendryka-Wirkkala	Phone: 3607256292	Date: 3/5/2025 8:20:22 am
Agency Approval: Mike Woods	Phone: 360 725-6283	Date: 3/5/2025 8:20:22 am
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 3/12/2025 3:25:53 pm



# Ten-Year Analysis

<b>Bill Number</b> 1878 S 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>												
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Agency Preparation: Cindy Jendryka-Wirkkala	Phone: 3607256292	Date: 3/5/2025 8:21:45 am
Agency Approval: Mike Woods	Phone: (360) 725-6283	Date: 3/5/2025 8:21:45 am
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 3/12/2025 3:25:53 pm