

# Multiple Agency Fiscal Note Summary

<b>Bill Number:</b> 5528 S SB	<b>Title:</b> Transp. electrification
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## Estimated Cash Receipts

NONE

## 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
Department of Enterprise Services	.0	0	0	0	.0	0	0	0	.0	0	0	0
University of Washington	.1	24,220	24,220	24,220	.0	5,634	5,634	5,634	.0	5,634	5,634	5,634
Washington State University	.0	0	0	0	.0	0	0	0	.0	0	0	0
Eastern Washington University	.1	10,926	10,926	10,926	.1	10,926	10,926	10,926	.1	10,926	10,926	10,926
Central Washington University	.1	31,982	31,982	31,982	.1	31,982	31,982	31,982	.1	31,982	31,982	31,982
The Evergreen State College	.0	0	0	0	.0	0	0	0	.0	0	0	0
Western Washington University	.0	0	0	0	.0	0	0	0	.0	0	0	0
Department of Transportation	.0	0	0	6,600	.0	0	0	6,600	.0	0	0	0
State Parks and Recreation Commission	Non-zero but indeterminate cost and/or savings. Please see discussion.											
Department of Fish and Wildlife	.0	0	0	0	.0	0	0	0	.0	0	0	0
Department of Natural Resources	.0	0	0	0	.0	0	0	0	.0	0	0	0
<b>Total \$</b>	<b>0.3</b>	<b>67,128</b>	<b>67,128</b>	<b>73,728</b>	<b>0.2</b>	<b>48,542</b>	<b>48,542</b>	<b>55,142</b>	<b>0.2</b>	<b>48,542</b>	<b>48,542</b>	<b>48,542</b>

## Estimated Capital Budget Expenditures

Agency Name	2025-27			2027-29			2029-31		
	FTEs	Bonds	Total	FTEs	Bonds	Total	FTEs	Bonds	Total
Department of Enterprise Services	.0	0	0	.0	0	0	.0	0	0
University of Washington	.0	0	0	.0	0	0	.0	0	0
Washington State University	.0	0	0	.0	0	0	.0	0	0
Eastern Washington University	.0	0	0	.0	0	0	.0	0	0
Central Washington University	.0	0	0	.0	0	0	.0	0	0
The Evergreen State College	.0	0	0	.0	0	0	.0	0	0
Western Washington University	.0	0	0	.0	0	0	.0	0	0
Department of Transportation	.0	0	0	.0	0	0	.0	0	0
State Parks and Recreation Commission	.0	0	0	.0	0	0	.0	0	0
Department of Fish and Wildlife	.0	0	0	.0	0	0	.0	0	0
Department of Natural Resources	.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>

Estimated Capital Budget Breakout

Prepared by: Kirti Vijay, OFM	Phone: (360) 688-0976	Date Published: Final 3/27/2025
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# Individual State Agency Fiscal Note

<b>Bill Number:</b> 5528 S SB	<b>Title:</b> Transp. electrification	<b>Agency:</b> 179-Department of Enterprise 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.

<b>Legislative Contact:</b> Michele Alishahi	<b>Phone:</b> (360) 786-7433	<b>Date:</b> 03/14/2025
<b>Agency Preparation:</b> Michael Diaz	<b>Phone:</b> (360) 407-8131	<b>Date:</b> 03/18/2025
<b>Agency Approval:</b> Jessica Goodwin	<b>Phone:</b> (360) 819-3719	<b>Date:</b> 03/18/2025
<b>OFM Review:</b> Kirti Vijay	<b>Phone:</b> (360) 688-0976	<b>Date:</b> 03/19/2025

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 substitute version differs from the previous version by updating who is required to be certified and adds an effective date of January 1, 2026.

Section 1 is a new section added to RCW 19.28 that states that installation of electric vehicle supply equipment (EVSE) at state-funded facilities must be performed by persons certified by the electric vehicle infrastructure training program or a similarly nationally recognized program. This section does not apply to apprentices when supervised by a journey level electrician that has been certified. This section does not apply to installations under contract before the effective date. The Department of Labor & Industries (L&I) may adopt rules necessary to implement this act.

Section 2 amends RCW 19.28.211 and 2013 c 23 s 33 and adds that persons performing installation and maintenance work as provided in section 1 of this act must also meet the certification requirements of section 1 of this act.

Section 3 is a new section that states this act takes effect January 1, 2026.

The Department of Enterprise Services (DES) has staff that install EVSE and have already been certified through the electric vehicle infrastructure training program or a similarly accredited program.

For any EVSE installed at a DES owned facilities not performed by DES employees, DES would ensure that this requirement must be followed when bidding out and/or awarding contracts. This can be done in the normal course of business. There may be additional costs for using these certified people, but that will be incorporated to the cost of performing the work.

For any EVSE installed at a leased facility, the building owner would be required to follow these rules, and they would charge the tenant directly for the cost of the installation.

For any Capital Project, DES would ensure that this requirement must be followed when bidding out and/or awarding contracts. This can be done in the normal course of business. There may be additional costs for using these certified people, but that will be incorporated to the cost of performing the work.

This proposed legislation has no fiscal impact to DES.

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> 5528 S SB	<b>Title:</b> Transp. electrification	<b>Agency:</b> 360-University of Washington
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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	0.2	0.0	0.1	0.0	0.0
<b>Account</b>					
General Fund-State 001-1	21,403	2,817	24,220	5,634	5,634
<b>Total \$</b>	21,403	2,817	24,220	5,634	5,634

### 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: Michele Alishahi	Phone: (360) 786-7433	Date: 03/14/2025
Agency Preparation: Christine Leibbrand	Phone: 4256475101	Date: 03/18/2025
Agency Approval: Michael Lantz	Phone: 2065437466	Date: 03/18/2025
OFM Review: Kelsey Rote	Phone: (360) 000-0000	Date: 03/18/2025

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.

Substitute Senate Bill 5528 would require that all electric vehicle supply equipment at state-owned facilities be installed by individuals certified by the electric vehicle infrastructure training program or an equivalent alternative.

Compared to the original, the substitute excludes apprentices from needing to meet these requirements if they are supervised by a journey-level electrician. The substitute also clarifies that applicants for a certificate of competency must also meet electric vehicle certification requirements if they will be performing related work.

These changes do not affect University of Washington’s fiscal estimates. As such, we have submitted a substantially similar fiscal note.

II. B - Cash receipts Impact

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

II. C - Expenditures

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

SSB 5528 would require that the installation of new electrical vehicle charging equipment at the University of Washington (UW) be performed by licensed electricians who have passed a certification course that costs \$275/electrician. UW-Seattle currently has 103 charging stations and is expected to add a total of 121 chargers by the end of calendar year 2025. The bill would only apply to the addition of new chargers or the replacement of chargers that are at the end of their useful life. The new chargers that are expected to be added in 2025 are likely to be installed by outside contractors who would likely absorb the cost of the certification as a cost of doing business.

Charging stations on the UW campuses are typically replaced by UW shop electricians. UW Maintenance and Construction expects that sixteen electricians would need to be initially certified under this bill so that all electricians are equally trained as required by union policy. There is no recertification process or requirement under this program currently. However, staff turnover is expected to require two additional certifications per year thereafter.

The cost of certification is \$275 and requires 20 hours of training per electrician. The cost factors include the direct labor and benefits rate (Salary: \$84,338, Benefits Rate: 34.4%) and total cost of certification.

As a result, the cost of certification is initially expected to be \$21,403 in the first year, and \$2,817 in subsequent years.

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	21,403	2,817	24,220	5,634	5,634
Total \$			21,403	2,817	24,220	5,634	5,634

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

	FY 2026	FY 2027	2025-27	2027-29	2029-31
FTE Staff Years	0.2	0.0	0.1	0.0	0.0
A-Salaries and Wages	12,651	1,687	14,338	3,374	3,374
B-Employee Benefits	4,352	580	4,932	1,160	1,160
C-Professional Service Contracts	4,400	550	4,950	1,100	1,100
E-Goods and Other Services					
G-Travel					
J-Capital Outlays					
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements					
9-					
<b>Total \$</b>	21,403	2,817	24,220	5,634	5,634

### 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
Electrician	84,338	0.2	0.0	0.1	0.0	0.0
<b>Total FTEs</b>		0.2	0.0	0.1	0.0	0.0

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

NONE

## Part IV: Capital Budget Impact

### IV. A - Capital Budget Expenditures

NONE

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

NONE

### IV. C - Capital Budget Breakout

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

NONE

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

NONE

## Part V: New Rule Making Required

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



# Individual State Agency Fiscal Note

<b>Bill Number:</b> 5528 S SB	<b>Title:</b> Transp. electrification	<b>Agency:</b> 365-Washington State University
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## Part I: Estimates

☒ **No Fiscal Impact**

### Estimated Cash Receipts to:

NONE

### Estimated Operating Expenditures from:

NONE

### Estimated Capital Budget Impact:

NONE

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

Check applicable boxes and follow corresponding instructions:

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

<b>Legislative Contact:</b> Michele Alishahi	<b>Phone:</b> (360) 786-7433	<b>Date:</b> 03/14/2025
<b>Agency Preparation:</b> Alex Scalzo	<b>Phone:</b> 5093351731	<b>Date:</b> 03/17/2025
<b>Agency Approval:</b> Christina Gregory	<b>Phone:</b> 5093359682	<b>Date:</b> 03/17/2025
<b>OFM Review:</b> Kelsey Rote	<b>Phone:</b> (360) 000-0000	<b>Date:</b> 03/18/2025

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.

SSB 5528 establishes guidelines for the certification and ongoing training of individuals installing and maintaining electric vehicle supply equipment at state-funded facilities. The bill requires that both installation and maintenance work be performed by individuals certified through the Electric Vehicle Infrastructure Training Program (EVITP) or a similar accredited program. Washington State University will absorb the minimal impact within its existing 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.

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> 5528 S SB	<b>Title:</b> Transp. electrification	<b>Agency:</b> 370-Eastern Washington University
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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	0.1	0.1	0.1	0.1
<b>Account</b>					
General Fund-State 001-1	5,463	5,463	10,926	10,926	10,926
<b>Total \$</b>	5,463	5,463	10,926	10,926	10,926

### 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: Michele Alishahi	Phone: (360) 786-7433	Date: 03/14/2025
Agency Preparation: Tammy Felicijan	Phone: (509) 359-7364	Date: 03/17/2025
Agency Approval: Tammy Felicijan	Phone: (509) 359-7364	Date: 03/17/2025
OFM Review: Kelsey Rote	Phone: (360) 000-0000	Date: 03/18/2025

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.

SB 5528 relates to the installation of transportation electrification infrastructure. The bill references the installation of electric vehicle supply equipment to ensure safety, effectiveness, and achieve a consistency in labor standards.

SSB 5528 adds language for licenses and certifications required under this chapter. It does not apply to apprentices when the supervising journey level electrician is certified. Section 2 amends RCW 19.28.211 for certificates of competency to all applicants who have passed the exam and met in-class education requirements.

Fiscal impact includes training costs for each electrician. \$275 training course for 5 electricians = \$1,375 plus 20 hours of time for the 5 = \$4,088.40 salary and benefits.

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.

\$275 training course for 5 electricians = \$1,375 plus 20 hours of time for the 5 = \$4,088.40 salary and benefits.

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	5,463	5,463	10,926	10,926	10,926
Total \$			5,463	5,463	10,926	10,926	10,926

III. B - Expenditures by Object Or Purpose

	FY 2026	FY 2027	2025-27	2027-29	2029-31
FTE Staff Years	0.1	0.1	0.1	0.1	0.1
A-Salaries and Wages	3,363	3,363	6,726	6,726	6,726
B-Employee Benefits	725	725	1,450	1,450	1,450
C-Professional Service Contracts					
E-Goods and Other Services	1,375	1,375	2,750	2,750	2,750
G-Travel					
J-Capital Outlays					
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements					
9-					
Total \$	5,463	5,463	10,926	10,926	10,926

**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
5 Electricians - 20 hrs	3,363	0.1	0.1	0.1	0.1	0.1
Total FTEs		0.1	0.1	0.1	0.1	0.1

**III. D - Expenditures By Program (optional)**  
NONE

**Part IV: Capital Budget Impact**  
**IV. A - Capital Budget Expenditures**  
NONE

**IV. B - Expenditures by Object Or Purpose**  
NONE

**IV. C - Capital Budget Breakout**  
*Acquisition and construction costs not reflected elsewhere on the fiscal note and description of potential financing methods.*  
NONE

**IV. D - Capital FTE Detail:** *FTEs listed by classification and corresponding annual compensation. Totals agree with total FTEs in Part IVB.*  
  
NONE

**Part V: New Rule Making Required**  
*Provisions of the bill that require the agency to adopt new administrative rules or repeal/revise existing rules.*

# Individual State Agency Fiscal Note

<b>Bill Number:</b> 5528 S SB	<b>Title:</b> Transp. electrification	<b>Agency:</b> 375-Central Washington University
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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	0.1	0.1	0.1	0.1
<b>Account</b>					
General Fund-State 001-1	22,991	8,991	31,982	31,982	31,982
<b>Total \$</b>	22,991	8,991	31,982	31,982	31,982

### 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: Michele Alishahi	Phone: (360) 786-7433	Date: 03/14/2025
Agency Preparation: Alexa Orcutt	Phone: 5099632955	Date: 03/18/2025
Agency Approval: Lisa Plesha	Phone: (509) 963-1233	Date: 03/18/2025
OFM Review: Kelsey Rote	Phone: (360) 000-0000	Date: 03/18/2025

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 (1) adjusts language from state-funded to state-owned and inserts "nationally recognized" training program. (2) This section also doesn't apply to apprentices that meet certain criteria when the supervising journey level electrician is properly certified by an EV program. (4) The department can make rules to implement this act.

Section 2 (Amending RCW 19.28.211 and 2013 c 23 s 33): (4) Changes language to include subsection (b). (b) States those performing installation and maintenance work as provided in section 1, will also need to meet the certification requires of section 1.

Section 3 (New): Act would be effective January 1, 2026.

Summary from 5528 SB:

Section 1 (New): Installation of electric vehicle (EV) supply equipment at state-funded facilities will need to be performed by certified people. The person would need to be certified from the EV infrastructure training program or similar accredited program. This section doesn't apply to installation projects under contract as of the effective date of this section.

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.

CWU anticipates minor modifications to our design and construction standards that indicate the proposed language changes as well as project specifications generated by the architect and engineers of record on major capital projects in which we contract out the electrical scope.

However, we anticipate more impact associated with training our internal resources to ensure their expertise. We'd like to have this option available to us in case there is a bottle neck of available contractors to do the work as well as maintain subject matter expertise associated with maintaining EV Electrical equipment.

Under the option of employee expertise internally through training (approximately 40 hours annually per person), we anticipate that an FMD (facility maintenance department) supervisor, two electricians, and a lead electrician would be undergoing the reoccurring training to gain this knowledge which would cost approximately \$9,000 annually in wages and benefits.

1 FMD Shop Supervisor: \$2,208 = [(0.02 FTE x 83,000 salary at 1 FTE) + 33% benefits]

2 Electricians: \$4,416 = 2 x \$2,208 = [(0.02 FTE x 83,000 salary at 1 FTE) + 33% benefits]

1 Lead Electrician: \$2,367 = [(0.02 FTE x 89,000 salary at 1 FTE) + 33% benefits]

Additionally, the four positions listed above may be required to travel to a manufacturing facility for in-person training on a biannual basis costing approximately \$14,000 per biennium.



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	22,991	8,991	31,982	31,982	31,982
Total \$			22,991	8,991	31,982	31,982	31,982

III. B - Expenditures by Object Or Purpose

	FY 2026	FY 2027	2025-27	2027-29	2029-31
FTE Staff Years	0.1	0.1	0.1	0.1	0.1
A-Salaries and Wages	6,760	6,760	13,520	13,520	13,520
B-Employee Benefits	2,231	2,231	4,462	4,462	4,462
C-Professional Service Contracts					
E-Goods and Other Services					
G-Travel	14,000		14,000	14,000	14,000
J-Capital Outlays					
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements					
9-					
Total \$	22,991	8,991	31,982	31,982	31,982

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
Electricians - (2)	83,000	0.0	0.0	0.0	0.0	0.0
FMD Shop Supervisor	83,000	0.0	0.0	0.0	0.0	0.0
Lead Electrician	89,000	0.0	0.0	0.0	0.0	0.0
Total FTEs		0.1	0.1	0.1	0.1	0.1

III. D - Expenditures By Program (optional)

NONE

Part IV: Capital Budget Impact

IV. A - Capital Budget Expenditures

NONE

IV. B - Expenditures by Object Or Purpose

NONE

IV. C - Capital Budget Breakout

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

NONE

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

NONE

**Part V: New Rule Making Required**

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

# Individual State Agency Fiscal Note

<b>Bill Number:</b> 5528 S SB	<b>Title:</b> Transp. electrification	<b>Agency:</b> 376-The Evergreen State College
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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.

<b>Legislative Contact:</b> Michele Alishahi	<b>Phone:</b> (360) 786-7433	<b>Date:</b> 03/14/2025
<b>Agency Preparation:</b> Daniel Ralph	<b>Phone:</b> 360-867-6500	<b>Date:</b> 03/17/2025
<b>Agency Approval:</b> Lisa Dawn-Fisher	<b>Phone:</b> 564-233-1577	<b>Date:</b> 03/17/2025
<b>OFM Review:</b> Kelsey Rote	<b>Phone:</b> (360) 000-0000	<b>Date:</b> 03/18/2025

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.

S SB 5528 relates to the installation of transportation electrification infrastructure.

Section 1.1 is revised to read that in addition to department issued licenses and certifications required under this chapter, installation of electric vehicle supply equipment at state-owned facilities must be performed by persons certified by the electric vehicle infrastructure training program or a similar nationally recognized program to ensure safety, effectiveness, and achieve consistency in installation.

Section 1.3 states that this section does not apply to installations under contract before the effective date.

Section 3 states that the effective date of this legislation would be January 1, 2026.

The contractors used by the college ensure to install EVE possess the necessary trade certifications for doing that work and would continue to get the necessary certifications if additional ones become required. There is no fiscal impact to the college resulting from this bill.

\*\*\*\*\*

SB 5528 relates to the installation of transportation electrification infrastructure.

Section 1 states that the installation of electric vehicle supply equipment at state-funded facilities must be performed by persons certified by the electric vehicle infrastructure training program or a similarly accredited program to ensure safety, effectiveness, and achieve consistency in labor standards.

The contractors used by the college ensure to install EVE possess the necessary trade certifications for doing that work and would continue to get the necessary certifications if additional ones become required. There are no new costs to the college resulting from 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> 5528 S SB	<b>Title:</b> Transp. electrification	<b>Agency:</b> 380-Western Washington University
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## Part I: Estimates

☒ **No Fiscal Impact**

### Estimated Cash Receipts to:

NONE

### Estimated Operating Expenditures from:

NONE

### Estimated Capital Budget Impact:

NONE

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

Check applicable boxes and follow corresponding instructions:

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

<b>Legislative Contact:</b> Michele Alishahi	<b>Phone:</b> (360) 786-7433	<b>Date:</b> 03/14/2025
<b>Agency Preparation:</b> Gena Mikkelsen	<b>Phone:</b> 3606507412	<b>Date:</b> 03/17/2025
<b>Agency Approval:</b> Anna Hurst	<b>Phone:</b> 360-650-3569	<b>Date:</b> 03/17/2025
<b>OFM Review:</b> Kelsey Rote	<b>Phone:</b> (360) 000-0000	<b>Date:</b> 03/18/2025

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.

SB 5528 has no operating impact on Western Washington University. The bill requires that the installation of electric vehicle supply equipment at state-funded facilities be performed by certified professionals. Since this work is already contracted out, there are no anticipated operating costs.

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> 5528 S SB	<b>Title:</b> Transp. electrification	<b>Agency:</b> 405-Department of Transportation
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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
<b>Account</b>					
Transportation Equipment Account-State 410-1	6,600	0	6,600	6,600	0
<b>Total \$</b>	6,600	0	6,600	6,600	0

### Estimated Capital Budget Impact:

NONE

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

Check applicable boxes and follow corresponding instructions:

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

Legislative Contact: Michele Alishahi	Phone: (360) 786-7433	Date: 03/14/2025
Agency Preparation: Charleen Emmons	Phone: 360-705-7882	Date: 03/21/2025
Agency Approval: Pasco Bakotich	Phone: 360-705-7231	Date: 03/21/2025
OFM Review: Maria Thomas	Phone: (360) 229-4717	Date: 03/25/2025

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.

See attached agency fiscal note.

II. B - Cash receipts Impact

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

II. C - Expenditures

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

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2026	FY 2027	2025-27	2027-29	2029-31
410-1	Transportation Equipment Account	State	6,600	0	6,600	6,600	0
Total \$			6,600	0	6,600	6,600	0

III. B - Expenditures by Object Or Purpose

	FY 2026	FY 2027	2025-27	2027-29	2029-31
FTE Staff Years					
A-Salaries and Wages					
B-Employee Benefits					
C-Professional Service Contracts					
E-Goods and Other Services	6,600		6,600	6,600	
G-Travel					
J-Capital Outlays					
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements					
9-					
Total \$	6,600	0	6,600	6,600	0

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

NONE

III. D - Expenditures By Program (optional)

Program	FY 2026	FY 2027	2025-27	2027-29	2029-31
Transportation Equipment Fund (E)	6,600		6,600	6,600	
Total \$	6,600		6,600	6,600	

Part IV: Capital Budget Impact

IV. A - Capital Budget Expenditures

NONE

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

NONE

**IV. C - Capital Budget Breakout**

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

NONE

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

NONE

**Part V: New Rule Making Required**

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

# Individual State Agency Fiscal Note

**Bill Number:** 5528SSB      **Title:** Transportation Electrification      **Agency:** 405-Department of Transportation

## Part I: Estimates

- ☐ No Fiscal Impact (Explain required in section II. A)  
☐ Indeterminate Cash Receipts Impact (Explain in section II. B)  
☐ Partially Indeterminate Cash Receipts Impact (Explain in section II. B)  
☐ Indeterminate Expenditure Impact (Explain in section II. C)  
☐ Partially Indeterminate Expenditure Impact (Explain in section II. C)
- 
- ☒ If fiscal impact is less than \$50,000 per fiscal year in the current biennium or in subsequent biennia, **complete entire fiscal note form Parts I-V**  
☐ If fiscal impact is greater than \$50,000 per fiscal year in the current biennium or in subsequent biennia, **complete entire fiscal note form Parts I-V**  
☐ Capital budget impact, **complete Part IV**  
☐ Requires new rule making, **complete Part V**  
☐ Revised

## Fiscal Detail

	2025-27 Biennium		2027-29 Biennium		2029-31 Biennium	
Expenditures	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
410-6-TRANSPORTATION EQUIPMENT FUND	\$6,600			\$6,600		
<b>Total Expenditures</b>	<b>\$6,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,600</b>	<b>\$0</b>	<b>\$0</b>
<b>Biennial Totals</b>	<b>\$6,600</b>		<b>\$6,600</b>		<b>\$0</b>	
Objects of Expenditure	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
E - GOODS AND SERVICES	\$6,600			\$6,600		
<b>Total Expenditures by Object</b>	<b>\$6,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,600</b>	<b>\$0</b>	<b>\$0</b>
<b>Biennial Totals by Object</b>	<b>\$6,600</b>		<b>\$6,600</b>		<b>\$0</b>	
Expenditures by Program	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
PROGRAM E	\$6,600			\$6,600		
<b>Total Expenditures by Program</b>	<b>\$6,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,600</b>	<b>\$0</b>	<b>\$0</b>
<b>Biennial Totals by Program</b>	<b>\$6,600</b>		<b>\$6,600</b>		<b>\$0</b>	

## Agency Assumptions

N/A

## Agency Contacts:

Preparer: Charleen Emmons	Phone: 360-705-7882	Date: 03/17/25
Approval: Pasco Bakotich III/Ernie Sims	Phone: 360-705-7851	Date: 03/17/2025
Budget Manager: My-Trang Le	Phone: 360-705-7517	Date: 03/18/2025

# Individual State Agency Fiscal Note

## Part II: Narrative Explanation

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

The bill adds Section 1(1) amending RCW 19.28 to state the installation of electric vehicle supply equipment at state-funded facilities must be performed by persons certified by the electric vehicle infrastructure training program or a similarly accredited program to ensure safety, effectiveness, and achieve consistency in labor standards.

Section 1(2) adds that the proposal does not apply to apprentices meeting the criteria of RCW 19.28.161(2)(a)(i) when the supervising journey level electrician is certified by the electric vehicle infrastructure training program or a similar nationally recognized program.

Section 2 adds provisions about certification requirements, such as education, when to renew, cost, and exceptions.

The difference between 5528 SB and 5528 SSB are Section 1(2) and Section 2 are added stating provisions about certification requirements, such as education, when to renew, cost (Section 2, and exceptions. The added provisions do not change the original fiscal impact to WSDOT.

### II. B – Cash Receipts Impact

N/A

### II. C - Expenditures

Section 1 states that WSDOT electricians that are installing electric vehicle supply equipment will need certification by the electric vehicle infrastructure training program or similarly accredited program. Cost for training is \$275. [EVITP Online Training and In-person Exams | EVITP](#).

It is estimated that two to four employees per six regions will need to be certified if they will be working on installing electric vehicle supply equipment for the Transportation Equipment Fund (4 staff X 6 regions x \$275 = \$6,600). Future contracts may include some minimal amount to cover the certifications. The certification lasts for three years, in which the total cost would be \$6,600 per biennium.

In addition, for Washington State Ferries (WSF), the certification would be accomplished by contractors and there is no direct cost to WSF.

## Part III: Expenditure Detail

### III. A - Expenditures by Object or Purpose

Objects of Expenditure	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
E - GOODS AND SERVICES	\$6,600			\$6,600		
Total Expenditures by Object	\$6,600	\$0	\$0	\$6,600	\$0	\$0
Biennial Totals by Object	\$6,600		\$6,600		\$0	

## Part IV: Capital Budget Impact

N/A

## Part V: New Rule Making Required

N/A

# **Individual State Agency Fiscal Note**

# Individual State Agency Fiscal Note

<b>Bill Number:</b> 5528 S SB	<b>Title:</b> Transp. electrification	<b>Agency:</b> 465-State Parks and Recreation Commission
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## Part I: Estimates

☐ No Fiscal Impact

### Estimated Cash Receipts to:

NONE

### Estimated Operating Expenditures from:

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

### Estimated Capital Budget Impact:

NONE

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

Check applicable boxes and follow corresponding instructions:

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

Legislative Contact: Michele Alishahi	Phone: (360) 786-7433	Date: 03/14/2025
Agency Preparation: Kyle Murphy	Phone: (360) 902-0932	Date: 03/17/2025
Agency Approval: Pam Barkis	Phone: (360) 902-8535	Date: 03/17/2025
OFM Review: Shelly Willhoite	Phone: (360) 890-2366	Date: 03/17/2025

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.

Substitute Senate Bill 5528 requires electric vehicle supply equipment at state facilities to be installed by persons certified by the electric vehicle infrastructure training program (EVITP) or similar accredited program.

Changes from the original bill include:

Section (2) details certification and continuing education requirements.

Section (3) establishes an effective date of January 1, 2026.

This proposal does not change the agency's original fiscal impact assumption.

State Parks' fiscal impact would be indeterminate but minimal if certain installation projects could be done by agency staff.

II. B - Cash receipts Impact

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

None.

II. C - Expenditures

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

The agency assumes an indeterminate fiscal impact on the operating budget of up to \$5,000 per biennium.

Some models of electric vehicle supply equipment could be installed by Parks maintenance staff who would need to get certified. This estimate assumes the cost for training and certification as \$275 per person, renewal every three years, for up to 20 staff to complete the program.

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

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

III. B - Expenditures by Object Or Purpose

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

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

NONE

III. D - Expenditures By Program (optional)

NONE



## Part IV: Capital Budget Impact

### IV. A - Capital Budget Expenditures

NONE

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

NONE

### IV. C - Capital Budget Breakout

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

NONE

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

NONE

The agency assumes no fiscal impact on the capital budget. Many contractors the agency currently works with are already certified.

## 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> 5528 S SB	<b>Title:</b> Transp. electrification	<b>Agency:</b> 477-Department of Fish and Wildlife
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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: Michele Alishahi	Phone: (360) 786-7433	Date: 03/14/2025
Agency Preparation: David Hoeveler	Phone: (360) 970-1638	Date: 03/19/2025
Agency Approval: David Hoeveler	Phone: (360) 970-1638	Date: 03/19/2025
OFM Review: Shelly Willhoite	Phone: (360) 890-2366	Date: 03/19/2025

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.

No change from previous fiscal note.

Differences in SSB 5528 and SB 5528:

Section 1 is amended to exempt certain apprentices when the supervising journey level electrician is certified by a training program; and installation projects under contract as of the effective date of the act.

Section 2 is amended to state that the training requirements program requirements are in addition to licensing, certification, and other statutory requirements.

SB 5528:

Section 1 requires the Agency to use electricians certified by the electric vehicle infrastructure training program or a similar program to ensure safety and consistency with electric vehicle (EV) charger installations. This does not apply to work contracted out by WDFW.

WDFW uses contractors for EV charging station installations. WDFW also has a certified electrician with the EV infrastructure training. There is no fiscal impact.

II. B - Cash receipts Impact

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

II. C - Expenditures

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

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

NONE

III. B - Expenditures by Object Or Purpose

NONE

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

NONE

III. D - Expenditures By Program (optional)

NONE

## Part IV: Capital Budget Impact

### IV. A - Capital Budget Expenditures

NONE

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

NONE

### IV. C - Capital Budget Breakout

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

NONE

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

NONE

## Part V: New Rule Making Required

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

# Individual State Agency Fiscal Note

<b>Bill Number:</b> 5528 S SB	<b>Title:</b> Transp. electrification	<b>Agency:</b> 490-Department of Natural Resources
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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.

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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 substitute version of the bill SSB 5528 makes the following changes:

- Provides that the EVITP or alternative training is required for EV supply equipment installation at state-owned, rather than state-funded, facilities.
- Provides that the alternative program to the EVITP is a similar nationally recognized program, rather than a similarly accredited program.
- Exempts from the required training, apprentices supervised by journey electricians certified by the EVITP or alternative program.
- Clarifies that the training requirements are in addition to licensing, certification, and other statutory requirements.
- Allows the Department of Labor and Industries to adopt rules to implement the requirements.

With new language within (Sec. 1) of the substitute bill proposing the requirement, that an alternative program to the EVITP must be a nationally recognized program rather than a similarly accredited program. This proposed legislation may reduce the availability of qualified EVSE installers and could cause delays on projects across the state. Cost impacts to the Department of Natural Resources at this time are unknown.

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.

Cost increases related to SSB 5528 are indeterminate at this time. The potential impact for the agency and the state relates to important projects being delayed, and a reduction of the qualified bidder's pool. Both of which could result in cost increases due to project completion taking long than originally anticipated.

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

While costs are indeterminate, it is believed that capital project costs for this work will increase. It is also believed that if this legislation were to pass as it sits, that long term projects currently in the design stage or further along could likely be delayed or have the EVSE component removed from the project due to lack of interested or availability of qualified installers.

**Part V: New Rule Making Required**

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