

Multiple Agency Fiscal Note Summary

Bill Number: 1878 E S HB AMS TRA1 S2372.2	Title: 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	12,369,000	0	0	16,789,000	0	0	15,558,000
Department of Licensing	In addition to the estimate above,there are additional indeterminate costs and/or savings. Please see individual fiscal note.								
Total \$	0	0	12,369,000	0	0	16,789,000	0	0	15,558,000

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	No fiscal impact					
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	28.9	0	0	9,299,000	29.4	0	0	7,526,000	29.9	0	0	7,668,000
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.											
Total \$	29.0	21,000	21,000	9,320,000	29.4	0	0	7,526,000	29.9	0	0	7,668,000

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	No fiscal impact								
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
Total \$	0.0	0	0	0.0	0	0	0.0	0	0

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	No fiscal impact								
Local Gov. Total									

Estimated Capital Budget Breakout

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Prepared by: Kyle Siefering, OFM	Phone: (360) 995-3825	Date Published: Revised 4/10/2025
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Individual State Agency Fiscal Note

Bill Number: 1878 E S HB AM; TRAN S2372.2	Title: Young driver safety	Agency: 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:	Phone:	Date: 03/24/2025
Agency Preparation: Mandy Kaplan	Phone: (360) 902-8977	Date: 03/25/2025
Agency Approval: Dan Mason	Phone: (360) 902-8990	Date: 03/25/2025
OFM Review: Megan Tudor	Phone: (360) 890-1722	Date: 03/31/2025

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.

ESHB 1878 AMS TRAN S2372.2 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

Bill Number: 1878 E S HB AM; TRAN S2372.2	Title: Young driver safety	Agency: 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:	Phone:	Date: 03/24/2025
Agency Preparation: Megan Given	Phone: 360-596-4049	Date: 03/26/2025
Agency Approval: Mario Buono	Phone: (360) 596-4046	Date: 03/26/2025
OFM Review: Maria Thomas	Phone: (360) 229-4717	Date: 03/27/2025

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 striker version of the proposed legislation replaces all language from the previous versions.

The striker 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.

The new version of Section 6 mandates a driver training education refresher course for individuals who have committed one traffic infraction between 2027 and 2031. If the refresher course is not completed within 180 days, the license will be suspended until completion. After 2031, individuals 22-25 years old with one traffic violation must complete a condensed traffic safety course or face suspension.

The new version of Section 7 adds work zone and first responder safety to the mandatory curriculum.

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

Bill Number: 1878 E S HB AM; TRAN S2372.2	Title: Young driver safety	Agency: 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:	Phone:	Date: 03/24/2025
Agency Preparation: Mark McKechnie	Phone: 3607259889	Date: 03/27/2025
Agency Approval: Mark McKechnie	Phone: 3607259889	Date: 03/27/2025
OFM Review: Brooke Gore	Phone: (564) 669-0703	Date: 03/27/2025

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.

ESHB 1878 AN ACT Relating to improving young driver safety; amending RCW 46.20.100, 46.20.181, 46.82.420, 46.82.280, 46.20.120, 46.20.055, 46.68.041, 46.17.025, 46.68.220, and 46.63.200; reenacting and amending RCW 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 New section added to chapter 46.20 RCW: Applicant for new driver's license who is under the age of 25 must pass an online course on driver work zone and first responder safety. DOL must contract with provider of online course to be provided to applicants at no cost. Applies to persons applying for first WDL. Section expires January 1, 2031.

Sec 3. 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. Beginning May 1, 2026 and until January 1, 2031, applicant must complete driver work zone and first responder safety course required under Sec. 2. Driver training schools are encouraged to include online driver education course modules and focus teaching resources on the behind-the-wheel portion of driver training education.

Sec. 4. Amending RCW 46.20.075 and 2024 c 162 s 1: Adds requirement to meet requirements of Sec. 2 to intermediate license requirements.

Sec. 5. Amending RCW 46.20.181 and 2021 c 158 s 8: Beginning January 1, 2031, every initial driver's license expires on the licensee's 21st birthdate following issuance of the license. A person may not renew the person's driver's license under this subsection until satisfactorily completing a driver training education refresher course, as determined by the department in rule.

Sec. 6 New section added to 46.20 RCW: Any initial driver's license holder who is at least 18 years of age but under 25 years of age, and who has been found to have committed no more than one traffic infraction for a moving violation between January 1, 2027, and January 1, 2031, must complete a driver training education refresher course, as determined by the department

18 in rule. If such person does not complete the refresher course within 180 days of notice from the department, the department must suspend the person's driver's license until the refresher course is completed. Beginning January 1, 2031, any initial driver's license holder who is at least 22 years of age but under 25 years of age, and who has been found to have committed no more than one traffic infraction for a moving violation, must complete a condensed traffic safety education course.

Sec 7. Amending RCW 46.82.420: Adds (2)(g) Work zone and first responder safety awareness, to ensure new operators of motor vehicles have been instructed in the importance of sharing the road with workers in roadway work zones and first responder vehicles and personnel.

Sec. 8 New section added to chapter 46.20 RCW DOL may approve the use of electronic translation devices to support driver's license application process, including driver training, behind the wheel instruction, driver license examination, and assessment purposes.

Sec 9. Amending RCW 46.82.280: Adding to chapter 46.82 RCW: Includes self-paced online course in the definition of classroom instruction. Adds definitions of condensed traffic safety education and driver training education refresher courses.

Sec. 10 New Section: Adding to 46.82 RCW: Subject to funds appropriated for this purpose, DOL must establish a program

to expand education opportunities for driver training school instructors, including training for driving instructors, mentorship programs, and financial incentives to encourage diversity. DOL is directed to collaborate with OSPI to streamline the process for instructor certification; facilitate partnerships with higher education for training; and submit an annual report on these efforts beginning July 1, 2026.

Sec. 11 New Section: Adding to 46.82 RCW: Subject to funds appropriated for this purpose, DOL must establish a program to provide vouchers to individuals ages 15-21 to cover the average cost of driver training for novice drivers in low-income households. In consultation with WTSC, the DOL must adopt rules establishing eligibility criteria and award procedures. Prohibits driver training programs from inflating fees to offset voucher amounts. DOL shall provide policy framework and guidelines for the voucher program in consultation with WTSC and DSHS by December 1, 2025, using considerations outlined in this section. NO FISCAL IMPACT ON WTSC

Sec 12. New section added to chapter 42.56 RCW: Income data collected by voucher program in Section 11 is not subject to public disclosure.

Sec 13. New section added to chapter 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 14. Amending RCW 46.20.120 and 2021 c 158 s 6: Effective Jan 1, 2026, driver's instruction application fee will be \$50.

Sec 15. Amending RCW 46.20.055 and 2021 c 158 s 3: Beginning Jan 1, 2026, driver's instruction permit application fee is \$35.

Sec. 16. Amending RCW 46.68.041: Beginning January 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 created in Section 20 of this act.

Sec. 17. 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. 18 Amending RCW 46.68.220: Exempts funds under RCW 46.17.025 from requirement to deposit all receipts from service fees under 46.17.025 into the motor vehicle fund.

Sec. 19 Amending RCW 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 created in Section 20 of this act.

Sec. 20. New section added to chapter 46.20 RCW: A new Driver Education Safety Improvement Account is created to fund driver's education programs

Sec 21. 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 this section.

Sec 22. 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 23.: Sec 2 and 4 take effect May 1, 2026

Sec 24.: Sec 17 and 18 take effect January 1, 2026

Sec. 25: Sec 7 takes effect January 1, 2031.

Sec 26: Section 21 of this act expires July 1, 2028

Sec 27: Sec 22 takes effect July 1, 2028.

Consultation with DOL on driver education voucher program in Sec. 11 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

Bill Number: 1878 E S HB AM; TRAN S2372.2	Title: Young driver safety	Agency: 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
Highway Safety Account-State 106-1					(1,432,000)
Driver Education Safety Improvement Account-State NEW-1	4,090,000	8,279,000	12,369,000	16,789,000	16,990,000
Total \$	4,090,000	8,279,000	12,369,000	16,789,000	15,558,000

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	28.9	28.9	28.9	29.4	29.9
Account					
Highway Safety Account-State 106-1	5,607,000	3,692,000	9,299,000	7,526,000	7,668,000
Total \$	5,607,000	3,692,000	9,299,000	7,526,000	7,668,000

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:	Phone:	Date: 03/24/2025
Agency Preparation: Oliver Einarsson	Phone: 3606345462	Date: 04/09/2025
Agency Approval: Gerrit Eades	Phone: (360) 902-3931	Date: 04/09/2025
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 04/10/2025

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.

Changes from ESHB 1878-S AMS TRAN S2372.2 to ESHB 1878 AMS TRAN S2372.2:

The non-striker version of this bill has no changes other than a request for a 10-year analysis

This difference does not create a fiscal impact, no changes from previous version.

Sec. 1: New Driver Training Education Requirements

This section mandates that individuals between 18 and 21 years old (graduating in phases by age group) must complete a driver training education course, including behind-the-wheel instruction. Online and in-person courses are authorized, and there are exemptions for individuals licensed in other jurisdictions or unable to take the course. The Department of Licensing (DOL) may delay requirements if there are insufficient instructors or courses.

Sec. 2: Driver Work Zone and First Responder Safety Course

Applicants under 25 seeking a new driver's license must pass a work zone and first responder safety course. DOL can waive the requirement if the course is unavailable, and it must be offered at no cost to applicants. This section expires January 1, 2031.

Sec. 3: Changes to Driver Training for Under 18s

Applicants under 18 are required to complete a driver training course, which may include up to four hours of behind-the-wheel instruction in one day if necessary. Beginning May 1, 2026, and until January 1, 2031, they must also complete the work zone and first responder safety course.

Sec. 4: Intermediate License Work Zone Safety Requirement

This section mandates that individuals applying for an intermediate license must complete the work zone and first responder safety course until January 1, 2031.

Sec. 5: Driver's License Expiration and Refresher Courses

Starting January 1, 2031, an initial driver's license will expire on the licensee's 21st birthday, and renewal will require completion of a refresher course. This applies to those who commit a moving violation after obtaining their license.

Sec. 6: Driver Training Education Refresher Course for Young Drivers

Drivers between 18 and 25 with moving violations must take a refresher course. Failure to complete it within 180 days results in a suspended license. Starting in 2031, those 22 to 25 will take a condensed traffic safety course instead.

Sec. 7: Work Zone Safety in Driver Education

Driver training schools must incorporate work zone and first responder safety awareness into their curriculum to ensure drivers understand the importance of road safety in work zones.

Sec. 8: Use of Electronic Translation Devices

This section allows DOL to approve electronic translation devices for driver license applications, including for driver education, exams, and assessments.

Sec. 9: Updates to Definitions in Driver Training

Adds definitions for "self-paced online course," "condensed traffic safety education course," and "driver training education refresher course," to clarify course structures and content in traffic safety education.

Sec. 10: Driver Training School Instructor Program

DOL will establish a certification program for driver training school instructors, including mentorship, grants, and partnerships with schools to diversify and strengthen the workforce, with regular reports on its progress.

Sec. 11: Driver Training Education Voucher Program

DOL will create a voucher program to help low-income novice drivers afford driver training education, with annual reports on its effectiveness. The program targets those with mobility needs and economic hardship.

Sec. 12: Exemption from Public Disclosure for Voucher Data

Income data collected for the driver training voucher program is exempt from public disclosure to protect applicants' privacy.

Sec. 13: Tribal Community Driver Education Program

DOL will partner with tribal governments starting in 2026 to provide driver education in tribal communities, with biennial progress reports to the legislature.

Sec. 14: Examination Fee Increase

The examination fee for obtaining a driver's license will increase to \$50 starting January 1, 2026.

Sec. 15: Instruction Permit Fee Increase and Waivers

The application fee for an instruction permit will rise to \$35 in 2026. Additionally, a written exam waiver will be allowed for those completing the condensed traffic safety course.

Sec. 16: Driver Education Safety Improvement Account

Amends that starting January 1, 2026, that \$15 of the driver's application fee, and \$10 of the driver's instruction permit fee must be deposited into the driver education safety improvement account.

Sec. 17: License Service Fee Revenue Allocation

One-third of revenue from specific license service fees will be deposited into the Driver Education Safety Improvement Account to support driver education programs.

Sec. 18: Department of Licensing Services Account

Receipts from service fees under certain provisions will be deposited into the Department of Licensing Services Account, except for those designated for the driver education safety improvement account.

Sec. 19: Speed Safety Camera Fund Transfer

Funds from speed safety cameras in work zones are authorized to be transferred to the Driver Education Safety Improvement Account to support driver education efforts.

Sec. 20: Driver Education Safety Improvement Account

This section establishes the Driver Education Safety Improvement Account, detailing how funds will be used to expand and improve driver education, including instructor programs, vouchers, and tribal partnerships.

Sec. 21: Surplus Investment Earnings

The Driver Education Safety Improvement Account will be included in the list of accounts eligible for investment earnings to support its objectives.

Sec. 22: Investment Earnings Allocation

Amends to deposit of surplus balance investment earnings-Treasury income account-Accounts and funds credited.

Sec. 23: Effective Date for Sections 2 and 4

Sections 2 and 4 related to work zone and safety courses take effect on May 1, 2026.

Sec. 24: Effective Date for Sections 17 and 18

Sections 17 and 18 regarding fee allocations take effect on January 1, 2026.

Sec. 25: Effective Date for Section 7

The requirement for work zone and first responder safety awareness in driver training takes effect on January 1, 2031.

Sec. 26: Expiration of Section 21

The provisions related to the Driver Education Safety Improvement Account expire on July 1, 2028.

Sec. 27: Effective Date for Section 22

The changes related to investment earnings from the Driver Education Safety Improvement Account take effect on July 1, 2028.

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	5,607,000	3,692,000	9,299,000	7,526,000	7,668,000
Total \$			5,607,000	3,692,000	9,299,000	7,526,000	7,668,000

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	28.9	28.9	28.9	29.4	29.9
A-Salaries and Wages	1,817,000	1,817,000	3,634,000	3,709,000	3,784,000
B-Employee Benefits	740,000	740,000	1,480,000	1,508,000	1,536,000
C-Professional Service Contracts					
E-Goods and Other Services	3,050,000	1,135,000	4,185,000	2,309,000	2,348,000
G-Travel					
J-Capital Outlays					
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements					
9-					
Total \$	5,607,000	3,692,000	9,299,000	7,526,000	7,668,000

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
Administrative Assistant 4	62,888	0.4	0.4	0.4	0.4	0.4
Business & Professions Auditor 3	71,144	1.0	1.0	1.0	1.0	1.0
Legal Assistant 2	55,583	2.0	2.0	2.0	2.0	2.0
Licensing Services Representative 3	67,720	1.0	1.0	1.0	1.0	1.0
Management Analyst 5	98,040	2.5	2.5	2.5	2.5	2.5
Paralegal 1	71,144	11.0	11.0	11.0	11.0	11.0
Paralegal 3	126,528	3.0	3.0	3.0	3.0	3.0
Professional Licensing Representative 1	56,881	5.0	5.0	5.0	5.0	5.0
Program Specialist 3	74,729	2.0	2.0	2.0	2.5	3.0
Program Specialist 4	80,464	1.0	1.0	1.0	1.0	1.0
Total FTEs		28.9	28.9	28.9	29.4	29.9

III. D - Expenditures By Program (optional)

NONE

Part IV: Capital Budget Impact

IV. A - Capital Budget Expenditures

NONE

IV. B - Expenditures by Object Or Purpose

NONE

IV. C - Capital Budget Breakout

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

NONE

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

NONE

Part V: New Rule Making Required

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

Individual State Agency Fiscal Note

Agency 240 – Department of Licensing

Bill Number: ESHB 1878 AMS Bill Title: Improving Young Driver Safety
TRAN S2372.2

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
Highway Safety	106	-	-	-	-	(1,432,000)
Driver Education Safety Improvement Ac	NEW	4,090,000	8,279,000	12,369,000	16,789,000	16,990,000
Account Totals		4,090,000	8,279,000	12,369,000	16,789,000	15,558,000

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		28.9	28.9	28.9	29.4	29.9
Operating Expenditures	Fund	FY 26	FY 27	25-27 Total	27-29 Total	29-31 Total
Highway Safety	106	5,607,000	3,692,000	9,299,000	7,526,000	7,668,000
Account Totals		5,607,000	3,692,000	9,299,000	7,526,000	7,668,000

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

Check applicable boxes and follow corresponding instructions.

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

Legislative Contact:	Phone:	Date:
Agency Preparation: Oliver Einarsson	Phone: (360) 634-5462	Date: 4/01/2025
Agency Approval: Gerrit Eades	Phone: (360) 867-8233	Date: 4/01/2025

Request #	1
Bill #	ESHB 1878 AMS TRAN S2372.2

Part 2 – Explanation

This bill:

- Implements mandatory driver training education for persons 18 to 19 years old beginning January 1, 2027, with an ongoing incremental mandate for the next oldest cohorts every January 1st through the age of 21.
- Requires the Department of Licensing (DOL) to establish a program to expand education opportunities for driver training school instructors and a program to partner with tribal governments to provide young driver training education in tribal communities.
- Requires DOL to establish a program to provide vouchers to cover up to the average costs of driver training education courses for certain low income, novice drivers.
- Increases certain driver licensing and vehicle registration fees to fund the new programs.

Changes from ESHB 1878-S AMS TRAN S2372.2 to ESHB 1878 AMS TRAN S2372.2:

The non-striker version of this bill has no changes other than a request for a 10-year analysis

This difference does not create a fiscal impact, no changes from previous version.

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

Sec. 1: New Driver Training Education Requirements

This section mandates that individuals between 18 and 21 years old (graduating in phases by age group) must complete a driver training education course, including behind-the-wheel instruction. Online and in-person courses are authorized, and there are exemptions for individuals licensed in other jurisdictions or unable to take the course. The Department of Licensing (DOL) may delay requirements if there are insufficient instructors or courses.

Sec. 2: Driver Work Zone and First Responder Safety Course

Applicants under 25 seeking a new driver's license must pass a work zone and first responder safety course. DOL can waive the requirement if the course is unavailable, and it must be offered at no cost to applicants. This section expires January 1, 2031.

Sec. 3: Changes to Driver Training for Under 18s

Applicants under 18 are required to complete a driver training course, which may include up to four hours of behind-the-wheel instruction in one day if necessary. Beginning May 1, 2026, and until January 1, 2031, they must also complete the work zone and first responder safety course.

Sec. 4: Intermediate License Work Zone Safety Requirement

This section mandates that individuals applying for an intermediate license must complete the work zone and first responder safety course until January 1, 2031.

Sec. 5: Driver's License Expiration and Refresher Courses

Starting January 1, 2031, an initial driver's license will expire on the licensee's 21st birthday, and renewal will require completion of a refresher course. This applies to those who commit a moving violation after obtaining their license.

Sec. 6: Driver Training Education Refresher Course for Young Drivers

Drivers between 18 and 25 with moving violations must take a refresher course. Failure to complete it within 180 days results in a suspended license. Starting in 2031, those 22 to 25 will take a condensed traffic safety course instead.

Sec. 7: Work Zone Safety in Driver Education

Driver training schools must incorporate work zone and first responder safety awareness into their curriculum to ensure drivers understand the importance of road safety in work zones.

Sec. 8: Use of Electronic Translation Devices

This section allows DOL to approve electronic translation devices for driver license applications, including for driver education, exams, and assessments.

Sec. 9: Updates to Definitions in Driver Training

Adds definitions for "self-paced online course," "condensed traffic safety education course," and "driver training education refresher course," to clarify course structures and content in traffic safety education.

Sec. 10: Driver Training School Instructor Program

DOL will establish a certification program for driver training school instructors, including mentorship, grants, and partnerships with schools to diversify and strengthen the workforce, with regular reports on its progress.

Sec. 11: Driver Training Education Voucher Program

DOL will create a voucher program to help low-income novice drivers afford driver training education, with annual reports on its effectiveness. The program targets those with mobility needs and economic hardship.

Sec. 12: Exemption from Public Disclosure for Voucher Data

Income data collected for the driver training voucher program is exempt from public disclosure to protect applicants' privacy.

Sec. 13: Tribal Community Driver Education Program

DOL will partner with tribal governments starting in 2026 to provide driver education in tribal communities, with biennial progress reports to the legislature.

Sec. 14: Examination Fee Increase

The examination fee for obtaining a driver's license will increase to \$50 starting January 1, 2026.

Sec. 15: Instruction Permit Fee Increase and Waivers

The application fee for an instruction permit will rise to \$35 in 2026. Additionally, a written exam waiver will be allowed for those completing the condensed traffic safety course.

Sec. 16: Driver Education Safety Improvement Account

Amends that starting January 1, 2026, that \$15 of the driver's application fee, and \$10 of the driver's instruction permit fee must be deposited into the driver education safety improvement account.

Sec. 17: License Service Fee Revenue Allocation

One-third of revenue from specific license service fees will be deposited into the Driver Education Safety Improvement Account to support driver education programs.

Sec. 18: Department of Licensing Services Account

Receipts from service fees under certain provisions will be deposited into the Department of Licensing Services Account, except for those designated for the driver education safety improvement account.

Sec. 19: Speed Safety Camera Fund Transfer

Funds from speed safety cameras in work zones are authorized to be transferred to the Driver Education Safety Improvement Account to support driver education efforts.

Sec. 20: Driver Education Safety Improvement Account

This section establishes the Driver Education Safety Improvement Account, detailing how funds will be used to expand and improve driver education, including instructor programs, vouchers, and tribal partnerships.

Sec. 21: Surplus Investment Earnings

The Driver Education Safety Improvement Account will be included in the list of accounts eligible for investment earnings to support its objectives.

Sec. 22: Investment Earnings Allocation

Amends to deposit of surplus balance investment earnings-Treasury income account-Accounts and funds credited.

Sec. 23: Effective Date for Sections 2 and 4

Sections 2 and 4 related to work zone and safety courses take effect on May 1, 2026.

Sec. 24: Effective Date for Sections 17 and 18

Sections 17 and 18 regarding fee allocations take effect on January 1, 2026.

Sec. 25: Effective Date for Section 7

The requirement for work zone and first responder safety awareness in driver training takes effect on January 1, 2031.

Sec. 26: Expiration of Section 21

The provisions related to the Driver Education Safety Improvement Account expire on July 1, 2028.

Sec. 27: Effective Date for Section 22

The changes related to investment earnings from the Driver Education Safety Improvement Account take effect on July 1, 2028.

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. It mandates phased-in driver training education for individuals up to 22 years old (requirements waived for applicants from reciprocal jurisdiction), expires the initial driver's license at Age 21, suspends license of 18-24 year old drivers with moving violation who failed to finish required courses in 180 days, and increases certain fees starting in

2026, with portions of these fees allocated to a new Driver Education Safety Improvement Account. It also authorizes a portion of traffic safety infraction fines to be deposited into the newly created account.

With the complexity of this bill, there are multiple revenue sources. Of these sources, the department can only make a determinate estimate on the fee increases. The remaining aspects of the revenue impacts have minimal data and are indeterminate.

Fee Increase on Driver Exam, Instruction Permit, and DOL Service Fee:

For the baseline customer projection multiplied with the fee increase, the revenue impact could be estimated as an average of \$8.3 million per year.

Current Workload	Average Workload	Cost Increase	First year Revenue Impact	Revenue Impact Ongoing
Driver Exams	322,034	\$ 15.00	\$ 2,375,100	\$ 4,830,509
Instruction Permit	112,971	\$ 10.00	\$ 564,575	\$ 1,129,705
DOL Service Fee	9,388,391	\$ 0.25	\$ 1,150,383	\$ 2,347,098
Total			\$ 4,090,058	\$ 8,307,312

License Suspension for Non-compliance: The bill proposes that starting 01/01/2027, drivers aged 18 to 24 who commit a single moving violation must complete a refresher or condensed driver education course. Failure to complete the course within 180 days will result in license suspension until the requirement is fulfilled. The increase in revenue is indeterminate due to a lack of data on how many violations will trigger the \$75 standard reinstatement fee.

Initial License Expiration at Age 21:

The bill proposes that starting 01/01/2031, all initial driver’s licenses issued to individuals under 21 will expire on their 21st birthday. To renew, drivers must complete a refresher course. From FY2031 to FY2035, driver license (DL) original revenue from initial issuances is expected to decline due to the shortened validity period for licensees under age 21. However, from FY2032 through FY2035, DL renewal revenue is projected to increase as more individuals turn 21 and are required to renew their licenses. Overall, the net revenue loss is estimated at \$8.46 million during the FY2031–FY2035 period. This loss is expected to gradually decrease after FY2035 as renewal activity continues to grow.

Possible additional new drivers and driving schools:

Since DOL cannot estimate the amount of participation of new instructors and drivers. The overall revenue impact is indeterminate.

The total revenue impact is an increase from fees, with an additional indeterminate amount.

2.C – Expenditures

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)).

To fulfill all new duties outlined in the bill the department of Licensing will require 28.9 FTEs, plus an additional FTE starting 7/1/29 for a total of 29.9. 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)).

4 Professional Licensing Representative 1 (PLR1): Ongoing

- Process 20,000 voucher applications annually.
 - According to the WSU Implementation study for the voucher program (page 83 of the Improving Young Driver Safety ESSB 5583 Implementation Plan), 66,000 people participated in driver education in 2024, and approximately 165,000 high school students are classified as low-income, the Washington State University study projects a participation rate between 5% (8,500) and 15% (25,500). Factoring the similarity between the populations, the program, and that the program is available to people up to 25, prioritizing the higher end of the range was used.
- 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.

3 Program Specialist 3 (PS3): Ongoing (two starting 7/1/26, and the third starting 7/1/29)

- Creating and revising state-wide resources for drivers:
 - Driver guide
 - Curriculum Standards
 - Traffic Safety Education Curriculum
 - Knowledge exams
- Creating and revising curriculum and resources for driver training schools.
- Teaching and assessing driver instructors.
- Creating/updating DTS Business Guidance
- Creating/updating Driver Instructor Series:
 - Ongoing development of course materials
 - Delivering instructor training
- Creating professional development courses.
- Working with community partners (local colleges, Department of Vocational Rehabilitation) to provide educational pathways for DTS instructors.
- Research, creation, management and evaluation of new courses designed to address driving deserts and language and ability access.
- Development and deployment of refresher and condensed traffic safety courses.

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.

The new section 6 of this bill requires DOL to suspend an individual's license for failure to complete the refresher course. This will impact on the amount of hearing that DOL processes. Currently DOL provides administrative hearings to 3972 individuals with an accumulation of traffic offences (ATO) per year. Five Paralegal 1s currently handle these cases. Under the provisions of this bill, approximately 41,491 additional individuals will be eligible for this refresher course annually. If an estimated 17% of these individuals were to request an administrative hearing, which is the current rate that due process is requested for similar case types. after failing to complete the refresher course, the department would need to process an additional 7,053 administrative hearings in a year. Supporting data can be seen below.

Driver Age	Total With 1 Infraction	17% Requested Hearing
18	5,391	916
19	5,898	1,003
20	5,992	1,019
21	6,070	1,032
22	5,994	1,019
23	6,141	1,044
24	6,005	1,021
TOTAL	41,491	7,053

Staff currently process roughly 640 hearings a year each, all of this is done under the supervision of one Assistant Administrator with the Assistant Administrator handling the more complex cases and using the partial support of additional FTEs covering other workload at the Legal Assistant level. With this structure, the work could be divided across 11 Paralegal 1s to equal 640 cases per FTE. This is a new body of work that will require direct support for Paralegal 1's, for this support 3 Paralegal 3s will be required to supervise and process the more complex cases. This new workload will also require 2 Legal Assistant 2s for scheduling proceedings for due process, calendaring events within DRIVES' calendars, mailing/emailing notifications/discovery/orders, language assistance, and managing/monitoring the exhibits provided by the driver/attorney representative.

With the estimated 7,053 hearings a letter will be required for notifications, and later a packet to pass along discovery. The estimate for mail is \$36,890.

	Mail Qty Per Case	Cost	Estimated Yearly Cost
Letter	7,053	\$ 0.73	\$ 5,149
Big Envelope	7,053	\$ 4.50	\$ 31,741
Total	14,107	\$ 5.23	\$ 36,890

Interpreters will also be required, currently 8% of drivers will ask for an interpreter. This will put our need at 565 interpreters needed per year based on the 7,053 estimated hearing. Interpreters charge an average of \$100 per hour totaling the estimate at \$56,500 annually.

2 Legal Assistants 2 (LA2): Ongoing

- Provide proper and timely processing of all Administrative Law Office Due Process requests.
- Critically evaluate drivers' records within the DRIVES system to determine whether the due process request received was properly based on the departmental action and whether it was timely received.
- Modify records to ensure agency compliance with statutes and case law.
- Intake and review due process requests, emails, voice mails, Faxes and other correspondence.
- Create applicable evidence or discovery for the administrative review or interview.
- Respond to requests for information regarding the scheduled administrative reviews/interviews, rescheduling, language assistance and updating the case record.

- Process administrative decisions, notice to applicable parties, and updating the drive record in accordance with the assigned paralegal's final decision.
- Assist paralegals with the drafting of standard legal documents utilizing electronic databases for document management and organizing and preparing documents using Adobe Professional for inclusion in the hearing case.

11 Paralegal 1 (PL1): Ongoing

- Perform paralegal work such as analyzing facts, composing initial drafts of documents and pleadings, and interviewing drivers on assigned cases, reviews, or agency projects.
- Provide due process to approximately 700 customers per year who have experienced DOL-imposed sanctions by independently gathering and evaluating facts to process and conduct administrative reviews regarding DOL's proposed actions against the customers' driving privileges.
- Routinely access the Judicial Access Browser System (JABS), CDLIS, AAMVA's Code Dictionary, DRIVES, and Lexis Advance platforms.
- Provide assistance and service to all customers, attorneys, law enforcement, the judicial system, the public, and other DOL staff.
- Promote public safety by helping to determine who is eligible to retain or regain their driving privilege in the State of Washington.

3 Paralegal 3 (PL3): Ongoing

- Act as an expert resource to entry-level and journey-level paralegals concerning work issues.
- Analyze, summarize, and propose solutions to complex legal issues.
- Identify, locate, collect, organize, assess, and manage documentary, statistical, computer and demonstrative evidence - including reports and other information used in the administrative reviews/interviews.
- Design and deliver training for paralegals.
- Mentor and develop other paralegal staff while acting as a team resource.

0.5 Management Analyst 5 (MA5): Ongoing

- Perform proactive intervention and/or provide business solutions that have statewide or precedent setting impact.
- Make recommendations regarding highly complex, unprecedented issues involving organizational change, process improvement and policy development; or issues involving a broad scope and significant impact on outside agencies or institutions, organizations, statewide, and the public.
- Provide advice to executive management, internal departments heads and outside organizations on a wide variety of agency issues.
- Represent the Division on projects concerning business operations and present findings and recommendations to senior management.
- Produce or oversee the production of complex reports for use by diverse groups such as senior level management and private or governmental entities and present such findings as needed.
- Projects at this level frequently have high-dollar impact on budget and/or revenue collections.
- Lead multi-disciplinary project development teams and work with agency employees to determine future systems, equipment, software, policies, procedures, and staffing requirements.

0.4 Administrative Assistant 4 (AA4): Ongoing

- Reports to, and directly supports, Administrators.
- Performs administrative support duties and provides confidential administrative support to two program areas: Assistant Administrators, Administrative Law Judges and the rest of the unit.
- Position is primarily responsible for assisting and providing support on section-wide daily administrative matters and is often the point of contact for the office and must possess professionalism and organization.
- Privy to classified information and must maintain confidentiality. This position manages the Administrator and ALO Management team's calendar and schedules meetings on their behalf
- Communication and correspondence, addresses and solves complex or sensitive administrative matters, ensures deadlines are met, performs higher-level section-wide administrative work assignments and supports
- Act as a Human Resource Liaison (HRL).
- Communicates operational problems and other issues impacting or potentially affecting the unit with Administrator and/or Assistant Administrators; offers subsequent solutions.

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	491,300	-	-	-	-	-	491,300
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	89,300	-	-	-	-	-	89,300
PROJECT MANAGER	Manage schedule and contracts	\$ 35,037	119,100	-	-	-	-	-	119,100
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	45,600	-	-	-	-	-	45,600
SERVER & NETWORK SUPPORT	Services such as network infrastructure, cloud infrastructure, firewall and load balancing. Installations, maintenance, troubleshooting of server systems, and management of Windows-based systems to ensure reliability for clients.	\$ 19,836	-	2,000	2,000	2,000	2,000	2,000	10,000
DEVELOPERS	Modify programming and coding to all major systems	\$ 22,968	-	4,600	4,600	4,600	4,600	4,600	23,000
CONTRACTED FAST DEVELOPER / TESTER	Updates to the DRIVES system will require additional vendor hours outside of the contracted maintenance to make system updates to implement this bill.	\$ 38,454	626,800	-	-	-	-	-	626,800
TRAINER	Trains business partners and employees in new system processes and capabilities.	\$ 27,144	122,100	-	-	-	-	-	122,100
PROJECT CONTINGENCY	Office of the Chief Information Officer designated rate of 10%	\$ 27,394	149,400	700	700	700	700	700	152,900
Totals			1,643,600	7,300	7,300	7,300	7,300	7,300	1,680,100

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 a self-paced 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 (includes 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 self-paced online or instructor led course completions.
- There will be a requirement for every driver to have course completion noted on record for Work Zone Safety and First Responder Awareness Safety. There are two ways to satisfy the requirement: 1) driver education school online course (under 22); and 2) compliance with requirement for Out of State transfers
 - Add a new exam type for driver work zone and first responder safety awareness online training.

- Course
 - Waiver
- Add new logic to require applicants up to age 25 applying for a new driver license to complete the work zone and first responder safety awareness course between 5/1/2026 and 1/1/2031.
 - Beginning 1/1/2031 any original license issuance to a person less than 21 years of age will be set to expire on the 21st birthdate.
 - Add new validation to require completion of a driver training education refresher course at time of renewal. (This only applies to drivers licensed after 1/1/31; if licensed before, requirements do not apply, regardless of age.)
 - New letter for renewal with this requirement.
 - Over 18 under 22 early warning letter for first citation may go away or be replaced.
- Add control logic to require initial driver's license holders aged 18 through 24 to take the refresher course if they have committed no more than one (meaning two or more) traffic infraction between January 1, 2027, and January 1, 2031.
 - Add control logic to suspends such holders' licenses if the course is not completed within 180 days of notice.
 - Non-moving violations will not trigger this requirement; traffic infraction (includes criminal citations).
 - This would be for a first-time infraction, and one time requirement that would be triggered.
 - Update withdrawal letter with new suspension.
- Add logic to require initial driver's license holders aged 22 through 24, beginning January 1, 2031, who have committed no more than one traffic infraction to complete a condensed traffic safety education course.
 - Add control logic to suspend such holders' licenses if the course is not completed within 180 days of notice.
 - Non-moving violations will not trigger this requirement; traffic infraction (includes criminal citations)
 - This would be for a first-time infraction, and one time requirement that would be triggered.
 - Update withdrawal letter with new suspension.

Driver License/Intermediate Driver License Account:

- Modify driver license accounts to add new course completion types for work zone and first responder safety, refresher, condensed (add self-paced online, remove hybrid).
- Add validation requiring new applicant driver for their intermediate license must complete the work zone and first responder safety course requirement until January 1, 2031.

Interactive Map Webservice:

- Accept new data point from POLARIS interface that answers whether each training location will be accepting vouchers and pass through to interactive map.
- Send new data point from DRIVES to WaTech endpoint.

LMS interface with DRIVES

- New interface with Learning Management Service vendor to receive course completions name, driver license number, date of birth, course type, and behind the wheel hours.

- May need to collect data for Tribal Partnership Program if DOL is administering the courses via LMS.
- Ongoing Maintenance Costs: Ongoing monthly maintenance beginning the month following implementations for all new interfaces.

LX and No Login Changes:

- Add validation as well as content and link to ensure refresher course is taken by appropriate customers on license renewal services.
- Add button(s) to redirect to LMS system to process refresher course and Work Zone and First Responder Safety Awareness training.

Course Completion Submission Process for online Work Zone and first responder online training.

- New panel configuration for the new account type.
- New web request for providers to submit course completions.

Interface: Ideally implemented 6 months, minimum 3 months prior to effective date:

- 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 Instructor-Led (must be developed and ready to accept from POLARIS 3-6 months prior to 1/1/2027 effective date).
 - Self-Paced Online (must be developed and ready to accept from POLARIS 3-6 months prior to 1/1/2027 effective date).
 - Refresher- must be developed and ready to accept from POLARIS 3-6 months prior to 1/1/2031.
 - Condensed (must be developed and ready to accept from POLARIS 3-6 months prior to 1/1/2027).

Existing interface changes to Training School Portal eService: Ideally implemented 6 months, minimum 3 months prior to effective date be available to accept new data.

- Modify current LX for business webservice to receive new data elements for new course curriculums:
 - Traditional instructor-led: (must be developed and ready to accept from POLARIS 3-6 months prior to 1/1/2027 effective date).
 - Add new delivery method: Self-paced online, remove hybrid.
 - Condensed: effective 1/1/2031 for drivers aged 22-25 (must be developed and ready to accept from POLARIS 3-6 months prior to 1/1/2027 effective date).
 - Add new delivery method: In person Classroom, Self-paced online, Virtual Classroom.
 - Refresher: beginning 1/1/2027-1/1/2031 must be developed and ready to accept from POLARIS 3-6 months prior to 1/1/2031.
 - Add new delivery method: Self-paced online, in-person classroom, Virtual Classroom.
 - Work Zone and First Responder Safety beginning 5/1/2026.
 - No delivery method needed.

- Modify the bulk course completions/hours excel upload doc for curriculums.
- License Express Individuals-Work zone and First Responder training.
 - Update Pre-Apply application with required training information links.
 - Add new training requirement to first time Washington driver license up to age 25.
 - Add verbiage of required training to Office Appointment scheduler for first time Washington licenses.

Work Zone and First Responder Provider Application Process

- New account type.
- Incorporate click-to-agree for authorizing providers.
- Update all docs to use the new table (so they can still add these in the back office if needed).
- New web request for training schools to apply to be safe driving provider.
- Approval work item w/ email capability.
- New activity for back office to add safe driving providers.
- New letters (approval, denied, more information).
- New Report to track approved.
 - Provider.
 - Curriculum.
 - Delivery method.

Voucher Program:

- New web request for individuals required to complete a condensed traffic safety education course or driver training education refresher course 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 schools' 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 five new endorsements to be available on all four Driver Training School license types.
- Update initial and renewal application flows for all driver training school license types with new endorsement questions.
- Update interactive map questions on initial and renewal applications and on Account Maintenance Requests (AMR) to include new course offerings and voucher program participation.
- Update compliance activities to include regulations related to driver training education delivery.
- 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	5,607,000	3,692,000	9,299,000	7,526,000	7,668,000
Account Totals		5,607,000	3,692,000	9,299,000	7,526,000	7,668,000

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	28.9	28.9	28.9	29.4	29.9
Salaries and Wages	1,817,000	1,817,000	3,634,000	3,709,000	3,784,000
Employee Benefits	740,000	740,000	1,480,000	1,508,000	1,536,000
Goods and Services	3,050,000	1,135,000	4,185,000	2,309,000	2,348,000
Total By Object Type	5,607,000	3,692,000	9,299,000	7,526,000	7,668,000

3.C – FTE Detail

Staffing	Salary	FY 26	FY 27	25-27 Total	27-29 Total	29-31 Total
Management Analyst 5	98,040	2.5	2.5	2.5	2.5	2.5
Professional Licensing Representative 1	56,881	5.0	5.0	5.0	5.0	5.0
Program Specialist 4	80,464	1.0	1.0	1.0	1.0	1.0
Program Specialist 3	74,729	2.0	2.0	2.0	2.5	3.0
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
Paralegal 3	126,528	3.0	3.0	3.0	3.0	3.0
Paralegal 1	71,144	11.0	11.0	11.0	11.0	11.0
Legal Assistant 2	55,583	2.0	2.0	2.0	2.0	2.0
Administrative Assistant 4	62,888	0.4	0.4	0.4	0.4	0.4
Total FTE		28.9	28.9	28.9	29.4	29.9

Part 4 – Capital Budget Impact

None.

Part 5 – New Rule Making Required

None.

Individual State Agency Fiscal Note

Bill Number: 1878 E S HB AM; TRAN S2372.2	Title: Young driver safety	Agency: 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:	Phone:	Date: 03/24/2025
Agency Preparation: Seth Nathan	Phone: 360-902-0001	Date: 03/28/2025
Agency Approval: Dan Winkley	Phone: 360-902-8236	Date: 03/28/2025
OFM Review: Jason Brown	Phone: (360) 742-7277	Date: 04/02/2025

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 11 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 11(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 amendment to 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

Bill Number: 1878 E S HB AM; TRAN S2372.2	Title: Young driver safety	Agency: 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
Account					
General Fund-State 001-1	21,000	0	21,000	0	0
Total \$	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:	Phone:	Date: 03/24/2025
Agency Preparation: Cindy Jendryka-Wirkkala	Phone: 3607256292	Date: 03/25/2025
Agency Approval: Mike Woods	Phone: 360 725-6283	Date: 03/25/2025
OFM Review: Shea Hamilton	Phone: (360) 229-4774	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.

There are no changes from ESHB 1878-S AMS TRAN S2327.2

Summary of ESHB 1878 AMS TRAN S2327.2

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 a self-paced online course in the classroom instruction portion of driver training education courses, as authorized and certified by DOL, to the extent feasible, and to focus teaching resources on the behind-the-wheel portion of driver training education.

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 1(3)

This subsection is added informing that applicants from a reciprocal jurisdiction outside this state who are licensed to drive a motor vehicle or motorcycle are exempt from the driver training requirements of this section.

Section 2 – New Section

This section is added and informs that new drivers under age 25 must pass an online course on driver work zone and first responder safety. DOL may waive this requirement if the online course is not available at the time of application. DOL must contract with a provider to host an online course on driver work zone and first responder safety. The course is to be made available at no cost to new driver's license applicants under age 25.

Section 3(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 3(2)(a)(ii)

Beginning May 1, 2026, through January 1, 2031, applicants must satisfactorily complete the applicable driver work zone and first responder safety course required under Section 2 of this act.

Section 3(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 5(6)

Amended language informs that beginning January 1, 2031, all initial driver's licenses expire on the licensee's 21st birthdate. A person may not renew their license under this subsection until satisfactorily completing a driver training education refresher course.

Section 6 – New Section

This section is added and informs that any initial driver's license holder between 18 and 25 who commits no more than one traffic infraction for a moving violation between January 1, 2027, and January 1, 2031, must complete a driver training education refresher course. If not completed with 180 days of notice, the DOL must suspend the person's driver's license until the refresher course is completed. Beginning January 1, 2031, any initial driver's license holders between 22 and 25 who commit no more than one traffic infraction for a moving violation must complete a condensed traffic safety education course. If not completed with 180 days of notice, the DOL must suspend the person's driver's license until the course is completed.

Section 7(2)(g)

Work zone and first responder safety awareness training must be included in required curriculum.

Section 8 – New Section

This section informs that DOL may approve the use of electronic translation devices to support the driver's license application and issuance process, including driver training education, which includes behind-the-wheel instruction; driver's license examination; and assessment purposes.

Section 9(3)

The definition for "classroom instruction" is amended informing that classroom instruction may include a self-paced online course, or components of a self-paced online course.

Section 9(4)

A condensed traffic safety education course is defined as a traffic safety education course approved and licensed by DOL, consisting of at least eight hours of classroom instruction and three hours of behind-the-wheel instruction that follows approved curriculum.

Section 9(7)

A driver training education refresher course is defined as a traffic safety education course approved and licensed by DOL that follows approved curriculum, but is not limited to, a focus on driver risk management and hazard perception.

Section 10 – New Section

Section 10(1)

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

Section 10(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 3(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 10 is subject to appropriation; therefore, costs are indeterminate with the following assumptions. To carry out the work outlined in Section 10(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
Total \$			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-					
Total \$	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		
Total FTEs		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 3(2)(a) to revise behind-the-wheel instruction times.

LOCAL GOVERNMENT FISCAL NOTE

Department of Commerce

Bill Number: 1878 E S HB AM; TRAN S2372.2	Title: Young driver safety
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Part I: Jurisdiction-Location, type or status of political subdivision defines range of fiscal impacts.

Legislation Impacts:

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

Part II: Estimates

- No fiscal impacts.
- Expenditures represent one-time costs:
- Legislation provides local option:
- Key variables cannot be estimated with certainty at this time:

Estimated revenue impacts to:

None

Estimated expenditure impacts to:

None

Part III: Preparation and Approval

Fiscal Note Analyst: Kristine Williams	Phone: (564) 250-5931	Date: 03/26/2025
Leg. Committee Contact:	Phone:	Date: 03/24/2025
Agency Approval: Alice Zillah	Phone: 360-725-5035	Date: 03/26/2025
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 03/28/2025

Part IV: Analysis

A. SUMMARY OF BILL

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

This legislation creates new sections in 46.20 RCW and amends several RCWs to create a young driver safety training program. These changes include:

- Driver training education requirements for individuals between the ages of 18 and 21 to obtain a driver's license are expanded, with staggered implementation between January 1, 2027, and January 1, 2030.
- The Department of Licensing must 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, subject to appropriation.
- The fee to obtain a driver's instruction permit is raised by \$10, the driver's license exam fee is raised by \$15, and the license service fee is raised by 25 cents. The use of this revenue is limited to expanding and improving certain driver's education programs and activities.

This bill contains several effective dates beginning January 1, 2026.

B. SUMMARY OF EXPENDITURE IMPACTS

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

This bill would not impact local government expenditures.

C. SUMMARY OF REVENUE IMPACTS

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

This bill would not impact local government revenues.

SOURCES

Washington State Association of County Auditors (WSACA)

Individual State Agency Fiscal Note

Bill Number: 1878 E S HB AM; TRAN S2372.2	Title: Young driver safety	Agency: 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:	Phone:	Date: 03/24/2025
Agency Preparation: Cindy Jendryka-Wirkkala	Phone: 3607256292	Date: 03/25/2025
Agency Approval: Mike Woods	Phone: (360) 725-6283	Date: 03/25/2025
OFM Review: Shea Hamilton	Phone: (360) 229-4774	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.

There are no changes from ESHB 1878-S AMS TRAN S2327.2

Summary of ESHB 1878 AMS TRAN S2327.2

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 a self-paced online course in the classroom instruction portion of driver training education courses, as authorized and certified by DOL, to the extent feasible, and to focus teaching resources on the behind-the-wheel portion of driver training education.

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 1(3)

This subsection is added informing that applicants from a reciprocal jurisdiction outside this state who are licensed to drive a motor vehicle or motorcycle are exempt from the driver training requirements of this section.

Section 2 – New Section

This section is added and informs that new drivers under age 25 must pass an online course on driver work zone and first responder safety. DOL may waive this requirement if the online course is not available at the time of application. DOL must contract with a provider to host an online course on driver work zone and first responder safety. The course is to be made available at no cost to new driver's license applicants under age 25.

Section 3(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 3(2)(a)(ii)

Beginning May 1, 2026, through January 1, 2031, applicants must satisfactorily complete the applicable driver work zone and first responder safety course required under Section 2 of this act.

Section 3(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 5(6)

Amended language informs that beginning January 1, 2031, all initial driver's licenses expire on the licensee's 21st birthdate. A person may not renew their license under this subsection until satisfactorily completing a driver training education refresher course.

Section 6 – New Section

This section is added and informs that any initial driver's license holder between 18 and 25 who commits no more than one traffic infraction for a moving violation between January 1, 2027, and January 1, 2031, must complete a driver training education refresher course. If not completed with 180 days of notice, the DOL must suspend the person's driver's license until the refresher course is completed. Beginning January 1, 2031, any initial driver's license holders between 22 and 25 who commit no more than one traffic infraction for a moving violation must complete a condensed traffic safety education course. If not completed with 180 days of notice, the DOL must suspend the person's driver's license until the course is completed.

Section 7(2)(g)

Work zone and first responder safety awareness training must be included in required curriculum.

Section 8 – New Section

This section informs that DOL may approve the use of electronic translation devices to support the driver's license application and issuance process, including driver training education, which includes behind-the-wheel instruction; driver's license examination; and assessment purposes.

Section 9(3)

The definition for "classroom instruction" is amended informing that classroom instruction may include a self-paced online course, or components of a self-paced online course.

Section 9(4)

A condensed traffic safety education course is defined as a traffic safety education course approved and licensed by DOL, consisting of at least eight hours of classroom instruction and three hours of behind-the-wheel instruction that follows approved curriculum.

Section 9(7)

A driver training education refresher course is defined as a traffic safety education course approved and licensed by DOL that follows approved curriculum, but is not limited to, a focus on driver risk management and hazard perception.

Section 10 – New Section

Section 10(1)

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

Section 10(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

Bill Number	Title
1878 E S HB AMS TRAN S2372.2	Young driver safety

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	4,090,000	8,279,000	8,365,000	8,424,000	8,477,000	7,081,000	5,774,000	6,329,000	7,070,000	7,943,000	71,832,000
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
Total	4,090,000	8,279,000	8,365,000	8,424,000	8,477,000	7,081,000	5,774,000	6,329,000	7,070,000	7,943,000	71,832,000



Ten-Year Analysis

Bill Number 1878 E S HB AMS TRAN S2372.2	Title Young driver safety	Agency 090 Office of State Treasurer
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This ten-year analysis is limited to agency estimated cash receipts associated with the proposed tax or fee increases. The Office of Financial Management ten-year projection can be found at <http://www.ofm.wa.gov/tax/default.asp>.

Estimates

No Cash Receipts

 Partially Indeterminate Cash Receipts

 Indeterminate Cash Receipts

Name of Tax or Fee	Acct Code											

Agency Preparation: Mandy Kaplan	Phone: (360) 902-8977	Date: 3/25/2025 9:12:03 am
Agency Approval: Dan Mason	Phone: (360) 902-8990	Date: 3/25/2025 9:12:03 am
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 4/10/2025 2:28:59 pm



Ten-Year Analysis

Bill Number 1878 E S HB AMS TRAN S2372.2	Title Young driver safety	Agency 225 Washington State Patrol
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This ten-year analysis is limited to agency estimated cash receipts associated with the proposed tax or fee increases. The Office of Financial Management ten-year projection can be found at <http://www.ofm.wa.gov/tax/default.asp>.

Estimates

No Cash Receipts

 Partially Indeterminate Cash Receipts

 Indeterminate Cash Receipts

Name of Tax or Fee	Acct Code												
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Agency Preparation: Megan Given	Phone: 360-596-4049	Date: 3/26/2025 4:46:13 pm
Agency Approval: Mario Buono	Phone: (360) 596-4046	Date: 3/26/2025 4:46:13 pm
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 4/10/2025 2:28:59 pm



Ten-Year Analysis

Bill Number 1878 E S HB AMS TRAN S2372.2	Title Young driver safety	Agency 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: 3/27/2025 10:33:50 am
Agency Approval: Mark McKechnie	Phone: 3607259889	Date: 3/27/2025 10:33:50 am
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 4/10/2025 2:28:59 pm



Ten-Year Analysis

Bill Number 1878 E S HB AMS TRAN S2372.2	Title Young driver safety	Agency 240 Department of Licensing
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This ten-year analysis is limited to agency estimated cash receipts associated with the proposed tax or fee increases. The Office of Financial Management ten-year projection can be found at <http://www.ofm.wa.gov/tax/default.asp>.

Estimates

No Cash Receipts
 Partially Indeterminate Cash Receipts
 Indeterminate Cash Receipts

Estimated Cash Receipts

Name of Tax or Fee	Acct Code	Fiscal Year 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
DOL Service Fee	NEW	1,150,000	2,332,000	2,358,000	2,388,000	2,417,000	2,441,000	2,427,000	2,451,000	2,437,000	2,461,000	22,862,000
Driver Exams	NEW	2,375,000	4,816,000	4,874,000	4,904,000	4,930,000	4,948,000	4,960,000	4,974,000	4,991,000	5,015,000	46,787,000
Driver License Fees	106						(1,432,000)	(2,729,000)	(2,203,000)	(1,460,000)	(635,000)	(8,459,000)
Instruction Permit	NEW	565,000	1,131,000	1,133,000	1,132,000	1,130,000	1,124,000	1,116,000	1,107,000	1,102,000	1,102,000	10,642,000
Total		4,090,000	8,279,000	8,365,000	8,424,000	8,477,000	7,081,000	5,774,000	6,329,000	7,070,000	7,943,000	71,832,000

Biennial Totals **12,369,000** **16,789,000** **15,558,000** **12,103,000** **15,013,000** **71,832,000**

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. It mand phased-in driver training education for individuals up to 22 years old (requirements waived for applicants from reciprocal jurisdiction), expires the initial driver's license at / 21, suspends license of 18-24 year old drivers with moving violation who failed to finish required courses in 180 days, and increases certain fees starting in 2026, with portions of these fees allocated to a new Driver Education Safety Improvement Account. It also authorizes a portion of traffic safety infraction fines to be deposited into the newly created account.

Starting 01/01/2031, all initial driver's licenses issued to individuals under 21 will expire on their 21st birthday. To renew, drivers must complete a refresher course. From FY2031 to FY2035, driver license (DL) original revenue from initial issuances is expected to decline due to the shortened validity period for licensees under age 21. Howev from FY2032 through FY2035, DOL renewal revenue is projected to increase as more individuals turn 21 and are required to renew their licenses. Overall, the net revenue loss is estimated at \$8.46 million during the FY2031–FY2035 period. This loss is expected to gradually decrease after FY2035 as renewal activity continues to grow.

With the complexity of this bill, there are multiple revenue sources. Of these sources, the department can only make a determinate estimate on the fee increases. The



Ten-Year Analysis

Bill Number 1878 E S HB AMS TRAN S2372.2	Title Young driver safety	Agency 240 Department of Licensing
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This ten-year analysis is limited to agency estimated cash receipts associated with the proposed tax or fee increases. The Office of Financial Management ten-year projection can be found at <http://www.ofm.wa.gov/tax/default.asp> .

Narrative Explanation (Required for Indeterminate Cash Receipts)

remaining aspects of the revenue impacts have minimal data and are indeterminate.

Agency Preparation: Oliver Einarsson	Phone: 3606345462	Date: 4/9/2025 4:49:55 pm
Agency Approval: Gerrit Eades	Phone: (360) 902-3931	Date: 4/9/2025 4:49:55 pm
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 4/10/2025 2:28:59 pm



Ten-Year Analysis

Bill Number 1878 E S HB AMS TRAN S2372.2	Title Young driver safety	Agency 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

Name of Tax or Fee	Acct Code												
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Agency Preparation: Seth Nathan	Phone: 360-902-0001	Date: 3/28/2025 3:11:58 pm
Agency Approval: Dan Winkley	Phone: 360-902-8236	Date: 3/28/2025 3:11:58 pm
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 4/10/2025 2:28:59 pm



Ten-Year Analysis

Bill Number 1878 E S HB AMS TRAN S2372.2	Title Young driver safety	Agency 350 Superintendent of Public Instruction
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This ten-year analysis is limited to agency estimated cash receipts associated with the proposed tax or fee increases. The Office of Financial Management ten-year projection can be found at <http://www.ofm.wa.gov/tax/default.asp>.

Estimates

No Cash Receipts

 Partially Indeterminate Cash Receipts

 Indeterminate Cash Receipts

Name of Tax or Fee	Acct Code											

Agency Preparation: Cindy Jendryka-Wirkkala	Phone: 3607256292	Date: 3/25/2025 2:01:36 pm
Agency Approval: Mike Woods	Phone: 360 725-6283	Date: 3/25/2025 2:01:36 pm
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 4/10/2025 2:28:59 pm



Ten-Year Analysis

Bill Number 1878 E S HB AMS TRAN S2372.2	Title Young driver safety	Agency 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

Name of Tax or Fee	Acct Code											

Agency Preparation: Cindy Jendryka-Wirkkala	Phone: 3607256292	Date: 3/25/2025 2:02:36 pm
Agency Approval: Mike Woods	Phone: (360) 725-6283	Date: 3/25/2025 2:02:36 pm
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 4/10/2025 2:28:59 pm