Multiple Agency Fiscal Note Summary

Bill Number: 2517 S HB	**Title:** High cap. transit permits

Estimated Cash Receipts

NONE

Estimated Operating Expenditures

Agency Name	2025-27				2027-29				2029-31			
	FTEs	GF-State	NGF-Outlook	Total	FTEs	GF-State	NGF-Outloo	Total	FTEs	GF-State	NGF-Outlook	Total
Department of Commerce	.1	48,878	48,878	48,878	.3	97,756	97,756	97,756	.3	97,756	97,756	97,756
Department of Transportation	.0	0	0	0	.0	0	0	0	.0	0	0	0
Total $	**0.1**	**48,878**	**48,878**	**48,878**	**0.3**	**97,756**	**97,756**	**97,756**	**0.3**	**97,756**	**97,756**	**97,756**

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									
Local Gov. Other	Non-zero but indeterminate cost and/or savings. Please see discussion.								
Local Gov. Total									

Estimated Capital Budget Expenditures

Agency Name	2025-27			2027-29			2029-31		
	FTEs	Bonds	Total	FTEs	Bonds	Total	FTEs	Bonds	Total
Department of Commerce	.0	0	0	.0	0	0	.0	0	0
Department of Transportation	.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									
Local Gov. Other	Non-zero but indeterminate cost and/or savings. Please see discussion.								
Local Gov. Total									

Estimated Capital Budget Breakout

NONE

FNPID: 76868

FNS029 Multi Agency rollup

Prepared by: Renee Martine, OFM	Phone: (360) 915-4588	Date Published: Final 2/13/2026

FNPID: 76868

FNS029 Multi Agency rollup

Individual State Agency Fiscal Note

Bill Number: 2517 S HB	Title: High cap. transit permits	Agency: 103-Department of Commerce

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	0.0	0.3	0.1	0.3	0.3
Account					
General Fund-State 001-1	0	48,878	48,878	97,756	97,756
Total $	0	48,878	48,878	97,756	97,756

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:	Ryan Simonis	Phone: 360-786-7290	Date: 02/09/2026
Agency Preparation:	Pouth Ing	Phone: 360-725-2703	Date: 02/10/2026
Agency Approval:	Erin LaLonde	Phone: (360) 725-4060	Date: 02/10/2026
OFM Review:	Marie Davis	Phone: (360) 890-1163	Date: 02/10/2026

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.

Differences between HB 2517 and the substitute:

• Section 2 clarifies a qualifying regional transit authority's opportunity to apply for permits before acquiring the property.
• Section 3 is added and provides that local governments may not issue a land use, construction or technical permit to a regional transit authority unless that authority has written permission from the property owner.
• Section 4 clarifies the subdivision of land and uses for a qualifying regional transit authority to facilities defined under RCW 81.11.020, rather than uses as an essential public facility.
• The substitute adds Section 6 and amendments to RCW 36.70B.070 that require a local government to accept applications from a qualifying regional transit authority regardless if the authority owns or had possession and use of the property subject to the permit application.

The substitute would reduce the fiscal impact for the Department of Commerce (Department).

Bill summary:
Section 1 amends RCW 36.70B.170, the local project review act, to allow local governments to deviate from their development standards when needed for a development agreement with a regional transit authority.

Section 2 adds a new section to RCW 81.112 to provide qualifying regional transit authorities the opportunity to apply for permits before acquiring the property and to exceed local development regulation height limits and reduce setback requirements.

Section 3 adds a new section to RCW 81.112 and provides that local governments may not issue a land use, construction or technical permit to a regional transit authority unless that authority has written permission from the property owner.

Sections 4 and 5 amend RCW 58.17.040 the subdivision of land and uses for a qualifying regional transit authority to facilities defined under RCW 81.11.020, rather than uses as an essential public facility.

Section 6 amends RCW 36.70B.070 to require a local government to accept applications from a qualifying regional transit authority regardless if the authority owns or had possession and use of the property subject to the permit application.

II. B - Cash receipts Impact

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

None

II. C - Expenditures

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

Sections 1, 2 and 3 of the proposed legislation will change local government permitting procedures. The Department of Commerce (Department) provides technical assistance on the Local Project Review Act and the subdivision code. The Department assumes technical assistance in support of local government implementation of this bill will be required.

The Department assumes that the technical assistance will be provided by its current senior planners, anticipating approximately 170 hours of assistance annually to communities in Pierce, King and Snohomish counties.

0.25 FTE Commerce Specialist 4 (540 hours) in FY27 and ongoing thereafter to provide technical assistance to local governments across the state. This staff member will provide technical assistance to local governments on the permitting of transportation projects, developing and executing development agreements with regional transportation authorities and the procedures needed to streamline the segregation of land when acquired to construct essential public facilities.

Salaries and benefits:

FY27-FY31: $35,621 each fiscal year

Goods and services:

FY27-FY31: $1,290 each fiscal year

Travel:

FY27-FY31: $675 each fiscal year

Intra-agency reimbursement:

FY27-FY31: $11,292 each fiscal year

Total costs:

FY27-FY31: $48,878 each fiscal year

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	0	48,878	48,878	97,756	97,756
		Total $	0	48,878	48,878	97,756	97,756

III. B - Expenditures by Object Or Purpose

	FY 2026	FY 2027	2025-27	2027-29	2029-31
FTE Staff Years		0.3	0.1	0.3	0.3
A-Salaries and Wages		24,068	24,068	48,136	48,136
B-Employee Benefits		11,553	11,553	23,106	23,106
C-Professional Service Contracts					
E-Goods and Other Services		1,290	1,290	2,580	2,580
G-Travel		675	675	1,350	1,350
J-Capital Outlays					
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements		11,292	11,292	22,584	22,584
9-					
Total $	0	48,878	48,878	97,756	97,756

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
Commerce Specialist 4	91,458		0.3	0.1	0.3	0.3
Total FTEs			0.3	0.1	0.3	0.3

III. D - Expenditures By Program (optional)

Program	FY 2026	FY 2027	2025-27	2027-29	2029-31
Local Government Division (600)		48,878	48,878	97,756	97,756
Total $		48,878	48,878	97,756	97,756

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: 2517 S HB	Title: High cap. transit permits	Agency: 405-Department of Transportation

Part I: Estimates

[X] **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:	Ryan Simonis	Phone: 360-786-7290	Date: 02/09/2026
Agency Preparation:	Don Chartock	Phone: 3607056820	Date: 02/13/2026
Agency Approval:	Jon Neville	Phone: 360-705-7542	Date: 02/13/2026
OFM Review:	Renee Martine	Phone: (360) 915-4588	Date: 02/13/2026

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.

Please see attached WSDOT Fiscal Note

II. B - Cash receipts Impact

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

II. C - Expenditures

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

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

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: 2517 SHB	Title: High cap. transit permits	Agency: 405 - Department of Transportation

Agency Assumptions
The bill does not create conflicts with existing WSDOT statutes, rules, federal requirements, or funding conditions. The provisions apply to the relationship between regional transit authorities and local governments and do not alter WSDOT permitting, right-of-way, or environmental review authorities.

Part I: Estimates

Select estimated fiscal impact:

☒ No Fiscal Impact (***Explain in Part II. A***)

☐ Fiscal Impact is greater than ZERO but less than $50,000 per fiscal year (***required for all impacts)***

☐ Fiscal Impact is $50,000 or greater per fiscal year (***required for all impacts)***

☐ Indeterminate Cash Receipts or Expenditure Impact (***Explain in Part II. B or Part II. C***)

☐ Partially Indeterminate Cash Receipts or Expenditure Impact (***Explain in Part II. B or Part II. C***)

Please select all that apply:

☐ Capital budget impact (**complete Part IV. *Not common, refers to State Capital Budget*)**

☐ Requires new rule making (**complete Part V)**

☐ Revised

Fiscal Detail

None

Agency Contacts:

Agency Preparation: Don Chartock, PTD Director	Phone: 360-705-7928	Date: 2/11/2026
Budget Manager: Stephanie Hardin, Budget Manager	Phone: 360-709-8212	Date: 2/12/2026
Agency Approval: Jon Neville	Phone: 360-561-5079	Date: 2/12/2026

Part II: Narrative Explanation

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

The difference between HB 2517 and SHB 2517 is SHB 2517 introduces several changes compared to the document on the left. It adds RCW 36.70B.070 to the list of amended sections and expands the authority of regional transit authorities, allowing them to apply for permits before acquiring property, apply for construction permits prior to land use decisions, and construct rail fixed guideway systems that exceed local height and setback limits under certain conditions. Additionally, it includes a new section in chapter 81.112 RCW, restricting local governments from issuing permits for development on property not owned by regional transit authorities unless written permission from the property owner is provided. The right document also adds exemptions for land divisions caused by acquisitions by regional transit authorities for building facilities. Furthermore, it amends RCW 19.27.095 to ensure that permit applications from regional transit authorities are considered under ordinances in effect at the time route alignments and station locations are chosen. Lastly, it

introduces expiration and effective dates for specific sections, with Section 3 expiring on January 1, 2028, and Sections 4 and 5 taking effect on the same date.

SHB bill 2517 does not create new responsibilities, review requirements, or permitting obligations for WSDOT. The provisions apply to the relationship between regional transit authorities and local governments. No fiscal impact to the department is anticipated.

Section 1: Local governments may enter into development agreements with property owners, including regional transit authorities, to establish development standards that may vary from existing regulations to accommodate transit facilities, while reserving the authority to impose new regulations for public health and safety.

Section 2: Regional transit authorities are allowed to apply for land use and construction permits for facilities before acquiring the property, provided they notify the property owner, and may construct rail systems that exceed local height and setback limits if compliance is impractical.

Section 3: Local governments cannot issue permits for development on property not owned by a regional transit authority unless the authority has written permission from the property owner.

Section 4: Certain land divisions, such as those for cemeteries, industrial or commercial use, and electric utility facilities, are exempt from subdivision regulations, including divisions caused by regional transit authorities acquiring land for transit facilities.

Section 5: Similar to Section 4, certain land divisions are exempt from subdivision regulations, including those for cemeteries, industrial or commercial use, and rural fire district stations, as well as divisions caused by regional transit authorities acquiring land for transit facilities.

Section 6: Local governments must provide a written determination of completeness for project permit applications within 28 days, and regional transit authorities can submit applications even if they do not own the property, provided procedural requirements are met.

Section 7: Section 4 of the act will expire on January 1, 2028.

Section 8: Section 5 of the act will take effect on January 1, 2028.

II. B – Cash Receipts Impact

None

II. C - Expenditures

While the bill does not directly affect WSDOT authority or responsibilities, it supports expansion of high-capacity transit and other non–single-occupancy vehicle modes. To the extent the bill facilitates delivery of transit infrastructure, it aligns with statewide transportation policy objectives related to reducing vehicle miles traveled and greenhouse gas emissions, improving safety, and supporting efficient movement of people.

Part III: Expenditure Detail

III. A - Expenditures by Object

None

Individual State Agency Fiscal Note

Part IV: Capital Budget Impact

None

Part V: New Rule Making Required

None

LOCAL GOVERNMENT FISCAL NOTE

Department of Commerce

Bill Number: 2517 S HB	Title: High cap. transit permits

Part I: Jurisdiction-Location, type or status of political subdivision defines range of fiscal impacts.

Legislation Impacts:

[X] Cities: Indeterminate expenditure impacts for increased permitting as projects could begin in earlier phases than under existing law. Ordinance adoption costs. Cities could enter negotiated development agreements as a local option.

[X] Counties: Same as above for counties.

[X] Special Districts: The regional transit authority would have expanded discretionary ability to submit permit applications for planned facilities and enter into development agreements cities and counties. Indeterminate, but likely de minimis costs for providing notification to affected property owner(s).

[X] Specific jurisdictions only: Only applies to jurisdictions within the regional transit authority boundary under 81.112 RCW.

[ ] Variance occurs due to:

Part II: Estimates

[ ] No fiscal impacts.

[X] Expenditures represent one-time costs: Ordinance adoption that would require local governments within the regional transit authority boundary to accept complete permit applications regardless of whether site control is established.

[X] Legislation provides local option: Entering development agreements.

[X] Key variables cannot be estimated with certainty at this time: Number of land use, construction, and technical permits submitted earlier and/or in concurrent predevelopment phases; Number of required proof of notices for acquisition property owners would vary annually; Negotiated terms of development agreements cannot be determined in advance; Scope of ordinance to align local project review and subdivision processes with the requirements of this act would vary by jurisdiction.

Estimated revenue impacts to:

None

Estimated expenditure impacts to:

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

Part III: Preparation and Approval

Fiscal Note Analyst: Jordan Laramie	Phone: 360-725-5044	Date: 02/10/2026
Leg. Committee Contact: Ryan Simonis	Phone: 360-786-7290	Date: 02/09/2026
Agency Approval: Allan Johnson	Phone: 360-725-5033	Date: 02/10/2026
OFM Review: Renee Martine	Phone: (360) 915-4588	Date: 02/11/2026

Part IV: Analysis

A. SUMMARY OF BILL

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

This fiscal note reflects language in the first substitute version of HB 2517 of the 2026 legislative session.

CHANGES FROM PRIOR BILL VERSION:
Requires the regional transit authority to provide proof of notice at the time a permit application is submitted to a local government. Additionally, a local government cannot issue a permit for these purposes unless it receives written permission for development from the regional transit authority on behalf of the property owner. Local governments must accept applications from regional transit authorities regardless of whether the regional transit authority owns or has possession of the subject property so long as the application is otherwise complete. These applications would be subject to the Local Project Review Act procedurally complete timeline and standards.

Clarifies the subdivision exemption such that it applies to a regional transit authority acquiring land to build facilities as defined in RCW 81.112.020. Previously the facilities were required to be essential public facilities defined in RCW 36.70A.200.

Removes project building code vesting requirements of the previous act.

SUMMARY OF CURRENT BILL VERSION:
This proposed first substitute legislation would authorize regulatory flexibility of development agreements between local governments and the Sound Transit regional transit authority as well as other authorizations that would streamline permitting for planned facilities.

Sec. 1 would amend RCW 36.70A.170 such that it establishes that a development agreement with a regional transit authority created under chapter 81.112 RCW can deviate from applicable development standards to accommodate construction of regional transit authority facilities.

Sec. 2 is a new section added to chapter 81.112 RCW that authorizes a regional transit authority to apply for land use and construction permits before acquiring a real property for its facilities, apply for construction and technical permits before a local government issues a land use decision regarding those facilities, and exceed local height limits and setback requirements to the extent practical given the need to construct and operate a rail fixed guideway system. In order to submit permit applications under this section, the regional transit authority must provide proof of notice at the time a permit application is submitted to a local government.

Sec. 3 is a new section added to chapter 81.112 RCW that establishes that a local government may not issue a land use, construction, or technical permit before the regional transit authority has received written permission for development from the property owner of the target acquisition.

Sec. 4 amends 59.17.040 RCW such that the subdivision exemption applies to portions existing lots or tracts that a regional transit authority acquires to build facilities as defined in RCW 81.112.020.

Sec. 5 is amended with the same language as Sec. 4.

Sec. 6 amends RCW 36.70B.070 to establish that local governments must accept applications from regional transit authorities regardless of whether the regional transit authority owns or has possession of the subject property so long as the application is otherwise complete. These applications would be subject to the Local Project Review Act procedurally complete timeline and standards

Sec. 7 and Sec. 8 are expiration and effective clauses for Sec. 4 and Sec. 5, respectively. This date would be January 1, 2028.

This act would go into effect 90 days after the adjournment of the session in which it is passed.

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.

CHANGES FROM PRIOR BILL VERSION:
Sections 2 and 3 would establish new notification requirements that must be followed by the regional transit authority (RTA) in order to submit project permits in advance of having site control or before a land use decision is made. The volume and frequency of these notifications would vary by year and facility expansion plans.

Sec. 5 amends subdivision exemptions and narrows the focus to land acquired by the RTA to be used as facilities, defined by RCW 81.112.020. This would require amendment to local subdivision statute for the 46 jurisdictions within the RTA boundary to align local code with state subdivision statute.

Sec. 6 amends the Local Project Review Act to require jurisdictions to accept complete applications from the RTA when the RTA does not have site control. This would require amendment to local project permit review statute for the 46 jurisdictions within the RTA boundary to align local code with the Local Project Review Act.

EXPENDITURE IMPACT OF CURRENT BILL VERSION:
This first substitute legislation would have indeterminate, but likely moderate (less than $50,000) expenditure impacts on each local government within the RTA boundary.

This bill would require cities and counties to amend local project review and subdivision statutes to accommodate the expanded discretionary capacity of the RTA to submit permit applications in concurrent phases of predevelopment and exempt subdivision processes when the RTA acquires a portion of land for facilities.

Impacted Local Governments:
Three counties and 43 cities within the Sound Transit RTA boundary.

Scope of Work:
For the regional transit authority:
This legislation would expand the regulatory flexibility of Sound Transit when engaging in development agreements with local governments to facilitate development of transit facilities. Section 2 of this act would also allow for greater permitting authorization than under current law so long as proof of notification of the permitting actions are followed by the RTA. In order to submit project permits in advance of having site control or before a land use decision is made, written permission must be documented by the regional transit authority from the property owner, and this proof of notice must be submitted at the time of application.

For counties and cities within the RTA boundary:
Under Sec. 3, written permission for development must be received by a local government, from the regional transit authority on behalf of the property owner, before a permit could be issued. Sections 5 and 6 of this act would require local governments to amend local project review and subdivision statute, respectively, for the 46 jurisdictions within the RTA boundary to align local code with revised state statute. Section 4 requires a local government to accept a complete application from the RTA before site control is established.

Indeterminate Expenditure Impacts:
Proof of notification requirements for the RTA:
The impact of this requirement is assumed to be de minimis and require only one or two hours of administrative work, per permitting application submitted by the RTA, to compile the necessary documents and notify effected property owners. The number of notifications would vary annually.

Ordinance adoption costs:
The Local Government Fiscal Note Program estimates that the local ordinance adoption and implementation are expected to require approximately, $5,500 to $13,650, per jurisdiction, in staff time and direct expenses, depending on

local code complexity to include a new exemption to subdivision statute and include reception of RTA permits before site control is established into the procedurally complete framework of the local project review statute.

The lower bound reflects when a jurisdiction has adopted significantly aligned code and requires only minimal edits, legal review, and involvement from the public. The higher bound reflects when implementation of the ordinance requires a more standardized review and revision of existing code, interpretation of new requirement within the existing code framework, as well as typical hearings, legal review, routine SEPA documentation as necessary, and minimal public involvement. Some jurisdictions may engage in a significantly greater amount of work and have a correspondingly higher implementation cost.

.

Illustrative example of costs:
For the purposes of this fiscal note the staff time and direct expenses are assumed to start at $13,650 for counties, and between $5,500 and $11,600 for cities (average, $8,550, ($5,500 + $11,600)/2).

Counties: 3 x $13,650 = $40,950
Cities: 43 x $8,550 = $367,650
Estimated costs: $40,950 + $367,650 = $408,600

Permitting workload:
Local governments must accept land use and construction permits for the planned facilities before making a land use decision, and construction and technical permits before site control have been established by the RTA. The number of such early development and construction permits that are submitted for these purposes would vary for each jurisdiction, the number of planned facilities, and the specific land use and construction actions necessary along future light rail and bus rapid transit service routes.

The degree to which local governments are able to accommodate these permitting requirements would vary by jurisdiction and the local code framework for siting RTA facilities. Recently, the Seattle Department of Construction and Inspections reviewed and amended land use code in the city such that the new codes would help with efficient permitting as Sound Transit applies for permits for the planned rail facilities between West Seattle and downtown. The codes provide standards directly related to facility design quality, bicycle parking, tree protection planning, and quality of environmental mitigation.

Local Option Expenditure Impacts:
Negotiated development agreements:
Cities and counties could negotiate with the RTA to allow for deviation from applicable development standards in order to accommodate construction of RTA facilities. These negotiations would be a local option and would have indeterminate costs related to staff meeting times and associated meeting preparation times. The terms and conditions of the development agreements between effected local governments and the RTA cannot be known in advance.

BACKGROUND:
A development agreement provides assurances to the developer that the development regulations that apply to the project will not change during the term of the agreement. The city or county may impose requirements to mitigate project impacts or require clarification about project phasing and timing of public improvements. (Municipal Research and Services Center)

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.

CHANGES FROM PRIOR BILL VERSION:
The amendments made to this bill version would not impact the revenue impact associated with the prior act.

REVENUE IMPACT OF CURRENT BILL VERSION:
This legislation is not anticipated to impact local government revenue or revenue authority, as any impact to permitting activity as a result of this act would likely be cost-recovery and revenue neutral.

Permitting workload:
Local governments must accept land use and construction permits for the planned facilities before making a land use decision, and construction and technical permits before site control have been established by the RTA. The number of such early development and construction permits that are submitted for these purposes would vary for each jurisdiction, the number of planned facilities, and the specific land use and construction actions necessary along future light rail and bus rapid transit service routes.

On-going permit and inspection fees:
Annual revenues are expected to be primarily workload driven, including factors such as permit intake, plan review, inspections, etc. To the extent that adoption of the enabling ordinance increases permit activity, permit review, or inspection workloads, these expenses may be partially or fully offset by permit fee revenue, which would depend on the local fee cost-recovery structure.

SOURCES:
City of Seattle, "Light Rail Expansion Code Updates – What & Why"
Department of Revenue, RTA Tax Area (Q3 2025)
Municipal Research and Services Center, Development Agreements
Sound Transit, Future Service Map
Sound Transit, Transit Development Plan 2025-2030 (2025)