

Multiple Agency Fiscal Note Summary

Bill Number: 5583 E S SB AMH TR H1841.3	Title: Young driver safety
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Estimated Cash Receipts

Agency Name	2023-25			2025-27			2027-29		
	GF-State	NGF-Outlook	Total	GF-State	NGF-Outlook	Total	GF-State	NGF-Outlook	Total
Office of State Treasurer	Non-zero but indeterminate cost and/or savings. Please see discussion.								
Department of Licensing	0	0	15,485,000	0	0	21,232,000	0	0	19,710,000
Total \$	0	0	15,485,000	0	0	21,232,000	0	0	19,710,000

Agency Name	2023-25		2025-27		2027-29	
	GF- State	Total	GF- State	Total	GF- State	Total
Local Gov. Courts						
Loc School dist-SPI	Non-zero but indeterminate cost and/or savings. Please see discussion.					
Local Gov. Other						
Local Gov. Total						

Estimated Operating Expenditures

Agency Name	2023-25				2025-27				2027-29			
	FTEs	GF-State	NGF-Outlook	Total	FTEs	GF-State	NGF-Outlook	Total	FTEs	GF-State	NGF-Outlook	Total
Office of the Governor	2.0	0	0	686,000	2.0	0	0	666,000	2.0	0	0	666,000
Office of State Treasurer	.0	0	0	0	.0	0	0	0	.0	0	0	0
Office of Minority and Women's Business Enterprises	.0	150,000	150,000	150,000	.0	0	0	0	.0	0	0	0
Office of Minority and Women's Business Enterprises	In addition to the estimate above,there are additional indeterminate costs and/or savings. Please see individual fiscal note.											
Department of Licensing	5.8	0	0	4,909,000	12.0	0	0	12,059,000	11.0	0	0	11,710,000
Superintendent of Public Instruction	1.8	519,000	519,000	519,000	1.4	402,000	402,000	402,000	1.4	402,000	402,000	402,000
Superintendent of Public Instruction	In addition to the estimate above,there are additional indeterminate costs and/or savings. Please see individual fiscal note.											
Total \$	9.6	669,000	669,000	6,264,000	15.4	402,000	402,000	13,127,000	14.4	402,000	402,000	12,778,000

Agency Name	2023-25			2025-27			2027-29		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total
Local Gov. Courts									
Loc School dist-SPI	Non-zero but indeterminate cost and/or savings. Please see discussion.								
Local Gov. Other									
Local Gov. Total									

Estimated Capital Budget Expenditures

Agency Name	2023-25			2025-27			2027-29		
	FTEs	Bonds	Total	FTEs	Bonds	Total	FTEs	Bonds	Total
Office of the Governor	.0	0	0	.0	0	0	.0	0	0
Office of State Treasurer	.0	0	0	.0	0	0	.0	0	0
Office of Minority and Women's Business Enterprises	.0	0	0	.0	0	0	.0	0	0
Department of Licensing	.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	2023-25			2025-27			2027-29		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total
Local Gov. Courts									
Loc School dist-SPI	Non-zero but indeterminate cost and/or savings. Please see discussion.								
Local Gov. Other									
Local Gov. Total									

Estimated Capital Budget Breakout

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Prepared by: Kyle Siefering, OFM	Phone: (360) 995-3825	Date Published: Final 4/17/2023
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Individual State Agency Fiscal Note

Bill Number: 5583 E S SB AMI TR H1841.3	Title: Young driver safety	Agency: 075-Office of the Governor
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Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

NONE

Estimated Operating Expenditures from:

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years	2.0	2.0	2.0	2.0	2.0
Account					
Driver's Education Safety Improvement Account-State new-1	353,000	333,000	686,000	666,000	666,000
Total \$	353,000	333,000	686,000	666,000	666,000

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: 04/10/2023
Agency Preparation: Tracy Sayre	Phone: 360-890-5279	Date: 04/10/2023
Agency Approval: Kathy Cody	Phone: (360) 480-7237	Date: 04/10/2023
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 04/10/2023

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.

Sec. 11 requires the Office of Equity to prepare an assessment of opportunities to improve young driver access to driver training education if funds are appropriated in the transportation budget bill.

The assessment must address potential obstacles such as:

- costs related to driver training education that may pose a hardship,
- accessibility for young drivers who live in rural areas,
- difficulties for those whose primary language is not English

The assessment must also recommend strategies through which these potential obstacles may be mitigated.

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 Office of Equity would need to hire at least two dedicated FTE to support the work of completing an assessment and making recommendations in alignment with the statutory language.

The two FTEs include:

- A Management Analyst 5 to support the work of collecting and analyzing data that would be the basis of the assessment and subsequent recommendations.
- A shared power consultant would also be required to support the work of bringing together, amplifying, and centering those communities and community members most impacted by this change in law.

The Office of Equity does not currently have resources to support this body of work and the workload cannot be absorbed by existing staff.

Salaries and benefits: The Office requests a Management Analyst 5 (exempt) at \$121,000 per year, including salaries and benefits, and a Shared Power Consultant (exempt) at \$136,000 per year, including salaries and benefits.

Goods and services: Based on average employee costs, the Office requests ongoing funding for supplies and materials, communications and telecommunications services, lease space, training, software licensing and maintenance at \$4,000 per year, per FTE.

Travel: Based on average employee travel in FY 2019, the Office requests ongoing funding for travel associated with this position at \$4,000 per year, per FTE.

Capital Outlays: The Office requests one-time funding for adding a new workspace at \$10,000 per FTE. This includes a workstation, furniture, and computer.

Shared Service Costs:

The Office of Financial Management provides administrative support for the Office of Financial Management, Office of the

Governor, and Office of Independent Investigations. These services include IT support, budget and accounting services, facilities support, and human resource assistance. To fund these shared services, each budgeted FTE is assessed an ongoing cost of \$30,000 and 0.22 of an FTE. Based on the average salary for those providing these services, we estimate the cost for a new FTE at \$140,000 per year including salary, benefits, equipment, and support costs.

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2024	FY 2025	2023-25	2025-27	2027-29
new-1	Driver's Education Safety Improvement Account	State	353,000	333,000	686,000	666,000	666,000
Total \$			353,000	333,000	686,000	666,000	666,000

III. B - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years	2.0	2.0	2.0	2.0	2.0
A-Salaries and Wages	193,000	193,000	386,000	386,000	386,000
B-Employee Benefits	64,000	64,000	128,000	128,000	128,000
C-Professional Service Contracts					
E-Goods and Other Services	8,000	8,000	16,000	16,000	16,000
G-Travel	8,000	8,000	16,000	16,000	16,000
J-Capital Outlays	20,000		20,000		
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements	60,000	60,000	120,000	120,000	120,000
9-					
Total \$		353,000	333,000	686,000	666,000

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 2024	FY 2025	2023-25	2025-27	2027-29
Management Analyst 5	90,000	1.0	1.0	1.0	1.0	1.0
Shared Power Consultant	103,000	1.0	1.0	1.0	1.0	1.0
Total FTEs		2.0	2.0	2.0	2.0	2.0

III. D - Expenditures By Program (optional)

NONE

Part IV: Capital Budget Impact

IV. A - Capital Budget Expenditures

NONE

IV. B - Expenditures by Object Or Purpose

NONE

IV. C - Capital Budget Breakout

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

NONE

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

NONE

Part V: New Rule Making Required

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

Individual State Agency Fiscal Note

Bill Number: 5583 E S SB AMI TR H1841.3	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: 04/10/2023
Agency Preparation: Dan Mason	Phone: (360) 902-8990	Date: 04/10/2023
Agency Approval: Dan Mason	Phone: (360) 902-8990	Date: 04/10/2023
OFM Review: Amy Hatfield	Phone: (360) 280-7584	Date: 04/11/2023

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.

ESSB 5583 AMH TR H1841.3 creates the driver's education safety improvement account and allows the account to retain its earnings from investments.

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: 5583 E S SB AMI TR H1841.3	Title: Young driver safety	Agency: 147-Office of Minority and Women's Business Enterprises
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Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

NONE

Estimated Operating Expenditures from:

	FY 2024	FY 2025	2023-25	2025-27	2027-29
Account					
General Fund-State 001-1	150,000	0	150,000	0	0
Total \$	150,000	0	150,000	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: 04/10/2023
Agency Preparation: Sharon Harvey	Phone: 3607048437	Date: 04/12/2023
Agency Approval: Paul Bitar	Phone: 360-407-8129	Date: 04/12/2023
OFM Review: Amy Hatfield	Phone: (360) 280-7584	Date: 04/12/2023

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 fiscal note for this bill is indeterminate because it charges OMWBE to stand up a program that is outside the scope of OMWBE's mission and one that the agency has not been responsible for in the past. OMWBE certifies small, disadvantaged business enterprises and provides technical support to allow these businesses to contract with the state. New Section 12 adds an additional section to RCW 39.19, Office of Minority and Women's Business Enterprises, that requires OMWBE to create a program that fosters the development of women, minority -owned, and veteran-owned licensed driver training schools in Washington, including through instruction on topics relevant to owning and operating a licensed driver training school. This is subject to transportation omnibus bill funding, according to the bill. OMWBE would like \$150,000 to hire a consultant to determine how much a program like this would cost. It is likely to cost millions of dollars, however, OMWBE would like an expert to assist in determining the financial amount. This program may need support from the Department of Veteran Affairs, Department of Licensing, and Department of Transportation. For the stated reasons, the fiscal note for 5583 is indeterminate.

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.

OMWBE is currently unable to determine the cost of creating a program to foster the development of OMWBE-certified driver training schools. In order to estimate the cost of establishing such a program, OMWBE is requesting \$150,000 to hire someone to conduct a study.

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2024	FY 2025	2023-25	2025-27	2027-29
001-1	General Fund	State	150,000	0	150,000	0	0
Total \$			150,000	0	150,000	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 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years					
A-Salaries and Wages					
B-Employee Benefits					
C-Professional Service Contracts	150,000		150,000		
E-Goods and Other Services					
G-Travel					
J-Capital Outlays					
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements					
9-					
Total \$	150,000	0	150,000	0	0

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

III. C - Operating FTE Detail: *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: 5583 E S SB AMI TR H1841.3	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 2024	FY 2025	2023-25	2025-27	2027-29
Highway Safety Account-State 106-1				875,000	1,158,000
Driver's Education Safety Improvement Acct-State NEW-1	6,456,000	9,029,000	15,485,000	20,357,000	18,552,000
Total \$	6,456,000	9,029,000	15,485,000	21,232,000	19,710,000

Estimated Operating Expenditures from:

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years	3.0	8.5	5.8	12.0	11.0
Account					
Highway Safety Account-State 106-1	1,498,000	1,158,000	2,656,000	3,023,000	2,666,000
Driver's Education Safety Improvement Acct-State NEW-1	0	2,253,000	2,253,000	9,036,000	9,044,000
Total \$	1,498,000	3,411,000	4,909,000	12,059,000	11,710,000

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: 04/10/2023
Agency Preparation: Don Arlow	Phone: (360) 902-3736	Date: 04/10/2023
Agency Approval: Gerrit Eades	Phone: (360)902-3863	Date: 04/10/2023
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 04/10/2023

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 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.

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 2024	FY 2025	2023-25	2025-27	2027-29
106-1	Highway Safety Account	State	1,498,000	1,158,000	2,656,000	3,023,000	2,666,000
NEW-1	Driver's Education Safety Improvement Acct	State	0	2,253,000	2,253,000	9,036,000	9,044,000
Total \$			1,498,000	3,411,000	4,909,000	12,059,000	11,710,000

III. B - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years	3.0	8.5	5.8	12.0	11.0
A-Salaries and Wages	277,000	609,000	886,000	1,468,000	1,284,000
B-Employee Benefits	92,000	228,000	320,000	598,000	538,000
C-Professional Service Contracts					
E-Goods and Other Services	1,115,000	748,000	1,863,000	2,689,000	2,584,000
G-Travel					
J-Capital Outlays	14,000		14,000		
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services		1,826,000	1,826,000	7,304,000	7,304,000
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements					
9-					
Total \$	1,498,000	3,411,000	4,909,000	12,059,000	11,710,000

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 2024	FY 2025	2023-25	2025-27	2027-29
Business & Professions Auditor 3	66,420		1.5	0.8	3.0	3.0
Customer Service Specialist 2	46,980		3.0	1.5	6.0	6.0
IT Project Management - Senior/Specialist	115,824	1.0	1.0	1.0		
Management Analyst 5	91,524	1.0	2.0	1.5	2.0	1.0
Program Specialist 3	69,756	1.0	1.0	1.0	1.0	1.0
Total FTEs		3.0	8.5	5.8	12.0	11.0

III. D - Expenditures By Program (optional)

NONE

Part IV: Capital Budget Impact

IV. A - Capital Budget Expenditures

NONE

IV. B - Expenditures by Object Or Purpose

NONE

IV. C - Capital Budget Breakout

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

NONE

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

NONE

Part V: New Rule Making Required

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

Please see attached fiscal note.

Individual State Agency Fiscal Note

Agency 240 – Department of Licensing

Bill Number: 5583 ESSB AMH Bill Title: Young driver safety
TR H1841.3

Part 1: Estimates

No Fiscal Impact

Estimated Cash Receipts:

Revenue	Fund	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
Highway Safety	106	-	-	-	875,000	1,158,000
Driver's Education Safety Improvement Acct	NEW	6,456,000	9,029,000	15,485,000	20,357,000	18,552,000
Account Totals		6,456,000	9,029,000	15,485,000	21,232,000	19,710,000

Estimated Expenditures:

	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
FTE Staff Years	3.0	8.5	5.8	12.0	11.0

Operating Expenditures	Fund	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
Highway Safety	106	1,498,000	1,158,000	2,656,000	3,023,000	2,666,000
Driver's Education Safety Improvement Acct	NEW	-	2,253,000	2,253,000	9,036,000	9,044,000
Account Totals		1,498,000	3,411,000	4,909,000	12,059,000	11,710,000

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: Gaius Horton	Phone: (360) 819-3112	Date: 4/10/2023
Agency Preparation: Don Arlow	Phone: (360) 902-3736	Date: 4/10/2023
Agency Approval: Gerrit Eades	Phone: (360) 902-3931	Date:

Request #	1
Bill #	5583 ESSB AMH TR H1841.3

Part 2 – Explanation

This bill expands driver training education requirements for up to 24-year-olds, establishes a driver training education program, requires the Department of Licensing (DOL) to conduct an education and outreach campaign and create an interactive map of driver training education and testing locations on the DOL website, and makes changes to law to allow for exemptions and waivers in certain circumstances. It also establishes an account and a fee distribution to fund a traffic safety education voucher program. It includes six legislative reports. This version of the bill:

- Removes the permit and exam fee increases and replaces it with a \$7.50 fee increase for driver's licenses and identicard original and renewals.
- Changes the effective date for expanded driver training education to July 1, 2025 for 18-20-year-olds and July 1, 2028 for 21–24-year-olds.
- Requires DOL to conduct a broad and accessible public outreach campaign.
- Authorizes the waiver of driver training education requirements if an applicant has a valid driver's license issued from a reciprocal jurisdiction.

5583 ESSB AMH TR H1841.3 compared to ESSB 5583: 5583 ESSB AMH TR H1841.3 modifies several components of ESSB 5583, including but not limited to changes of effective dates, changes to fee structures, required reports to legislative committees, and requirements for public outreach and education.

Effective dates within 5583 ESSB AMH TR H1841.3:

- October 1, 2023: Raise fees by \$7.50 and create driver's education safety improvement account.
- January 2, 2024: Legislative report on update of implementation on expanding driver training education, including readiness.
- January 1, 2024: Legislative report to transportation committees on implementation of driver training education voucher program.
- January 1, 2025: Publish interactive map on DOL's webpage of driver training education and testing.
- January 1, 2025: Begin broad and accessible public outreach and education campaign.
- July 1, 2025: 18–20-year-olds required to take driver training education.
- July 1, 2025: Driver training education voucher program must be established.
- January 2, 2025: Legislative report on update of implementation on expanding driver training education, including readiness.
- June 30, 2026: Legislative report on driver training education voucher program (ongoing on a biennial basis).
- July 1, 2027: Legislative report in coordination with the Washington Traffic Safety Commission (WTSC) on expanded driver training education and traffic safety impacts.
- July 1, 2028: 21-24-year-olds required to take driver training education.
- July 1, 2028: Legislative report in coordination with WTSC on expanded driver training education and traffic safety impacts.

Changes to this version of the bill result in a minor cost reduction for information technology systems modifications and include ongoing requirements for certain staffing due to the increased reporting requirements. The fiscal note for this version also includes an outreach and education campaign.

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

Section 1 is a new section added to Chapter 46.20 RCW.

- Beginning July 1, 2025, to obtain a driver's license under this section, a person at least 18 years of age but under 21 years of age must, in addition to skills and examination requirements as prescribed by the department, satisfactorily complete one of the driver training education course options provided in (c) of this subsection.
- Beginning July 1, 2028, a person at least 21 years of age but under 25 years of age must, in addition to other skills and examination requirements as prescribed by the department, satisfactorily complete one of the driver training education course options provided in (c) of this subsection.

To satisfy the driver training education course requirements under (a) or (b) of this subsection, a person must complete one of the following:

- A driver training education course as defined in RCW 28A.220.020.
- A driver training education course as defined by the department and offered by a driver training school licensed under Chapter 46.82 RCW.
- A condensed driver training education course as defined by the department and offered by a driver training school licensed under Chapter 46.82 RCW; or
- An online, self-paced condensed traffic safety education course as defined by the department and offered by a driver training school licensed under Chapter 46.82 RCW. A person that satisfactorily completes an online, self-paced condensed traffic safety education course under this subsection (1) (a) (iv) must complete at least three hours of behind-the-wheel instruction.

The course 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. The course offered by a driver training school and the online, self-paced condensed traffic safety education course must meet the standards established by the department under Chapter 46.82 RCW.

To meet the traffic safety education requirement for a motorcycle endorsement, the applicant must successfully complete a motorcycle safety education course that meets the standards established by the department.

The department may waive the driver training education course requirement for a driver's license under subsection (1) of this section if the applicant demonstrates to the department's satisfaction certain conditions are met. The department may adopt rules to implement this subsection in concert with the supervisor of the traffic safety education section of the office of the superintendent of public instruction.

The department may waive the driver training education course requirement if the applicant was licensed to drive a motor vehicle or motorcycle from a reciprocal jurisdiction outside this state or provides proof that they have had education, from a reciprocal jurisdiction, equivalent to that required under this section.

The department is required to provide broad and accessible public outreach and education, to begin no later than January 1, 2025, to communicate to Washington state residents the driver training education requirements mandated under this section and to provide tools to assist them in accessing driver training education courses, condensed traffic safety education courses, and online,

self-paced condensed traffic safety education courses, that satisfy the requirements of subsection (1) of this section.

DOL to provide updates on the implementation of new requirements, including an assessment of progress made by the department on preparations for the new requirements taking effect and public and private resource availability for the expansion of driver training education requirements. These updates are required to include the total number of licensed driver training schools and traffic safety education programs in the state, by geographical region; the number of licensed driver training school instructors; the number of licensed driver trainer instructors; and plans for satisfying the public outreach and education requirements of subsection (5) of this section. These updates must be provided to the transportation committees of the legislature by January 2, 2024, and January 2, 2025.

DOL, in coordination with WTSC, must provide an annual report to the transportation committees of the legislature by July 1, 2027, and July 1, 2028. The annual reports must include updates on program implementation related to the new requirements; traffic safety impacts resulting from the new requirements; and feedback that the department has received from the public on the new requirements, including through public outreach efforts.

Section 2 amends RCW 46.20.075 to state that the holder of an intermediate license may not operate a motor vehicle between the hours of 1am and 5am except (a) when the holder is accompanied by (a parent, guardian, or) a licensed driver who is at least 25 years of age, or (b) for school, religious, or employment activities for the holder or a member of the holders' immediate family as defined in RCW 42.17A.005.

Section 3 amends RCW 46.20.100 to state that DOL may waive the driver training education course requirement if the applicant was licensed to drive a motor vehicle or motorcycle from a reciprocal jurisdiction outside this state or provides proof that he or she has had education equivalent from a reciprocal jurisdiction.

Section 4 amends RCW 46.82.280 to provide a definition of condensed traffic safety education course.

Section 5 amends RCW 46.82.330 to provide DOL with rulemaking authority to establish alternative pathways to licensure to substitute for subsection (3) of this section provided the alternative pathways enable the department to assess the applicant's fitness, knowledge, skill, and ability to teach the classroom and behind-the-wheel instruction portions of a driver training education program and behind-the-wheel instructor certification include behind-the-wheel teaching methods and supervised practice behind-the-wheel teaching of driving techniques.

Section 5 is a new section added to Chapter 46.82 RCW that requires DOL to publish on its website an interactive map of driver training education providers and traffic safety education providers, including driver, motorcyclist, and CDL training and testing providers certified by the department. The interactive map must provide training and testing provider names, locations, contact information, course and program pricing, and services offered by language. Each driving training education course and traffic safety education program provider must report course and program pricing to the department on an annual basis.

Section 7 is a new section added to Chapter 46.82 RCW:

- Beginning July 1, 2025, and subject to the availability of funds appropriated in the omnibus transportation appropriations act for this specific purpose, the department must establish a program to provide vouchers to cover the average cost of driver training education courses for novice drivers who reside in low-income households.
- In consultation with the WTSC, DOL must adopt rules establishing eligibility criteria and application and award procedures, and any other necessary rules, for implementing this section.
- An applicant who has previously received financial support to complete driver training education is deemed ineligible for a voucher under this section.
- A driver training school may not increase driver training education course costs or fees to offset any voucher amounts provided by school applicants.

By January 1, 2024, DOL must provide to the appropriate committees of the legislature an implementation plan for the voucher program. On a biennial basis beginning June 30, 2026, DOL must report to the appropriate committees of the legislature the following:

- (a) The income criteria used to determine voucher awards for driver training education courses.
- (b) The number of applicants for driver training education vouchers annually by county.
- (c) The number of vouchers awarded annually by county.
- (d) The number of vouchers redeemed annually by county.
- (e) The dollar amount of vouchers redeemed annually by county, and
- (f) The community average income of voucher recipients during the reporting period.

For this section, “novice driver” means a person who has not previously obtained a license to drive a motor vehicle.

Section 10 is a new section added to Chapter 42.56 RCW stating that any recipient income data collected by DOL as part of the driver training education course voucher program established under section 7 of this act is exempt from disclosure under this chapter.

Section 13 amends RCW 46.20.1202 to state that beginning October 1, 2023, an additional \$7.50 fee must be imposed on each application for an original or renewal of a regular driver’s license, regular identicard, enhanced driver’s license, or enhanced identicard. The additional fee will be deposited as specified in RCW 46.68.041.

Section 14 amends RCW 46.20.055 to allow the waiver of a written examination for an instruction permit for the condensed traffic safety education course.

Section 15 amends RCW 46.68.041 to state that beginning October 1, 2023, \$7.50 of the fee imposed under RCW 46.20.1201 must be deposited into the driver’s education safety improvement account created in section 16 of this act.

Section 16 is a new section added to Chapter 46.20 RCW that creates the Driver's Education Safety Improvement Account in the state treasury. A portion of the fee imposed under RCW 46.20.1201 must be deposited in the account. The account may also receive a portion of the revenue from traffic infraction fines as designated by the legislature. Moneys in the account may be spent only after appropriation. Expenditures from the account may only be used for the support of driver education programs and activities that primarily serve people under the age of 25, including for efforts to increase young driver access to driver education.

2.B - Cash receipts Impact

Revenue	Fund	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
Highway Safety	106	-	-	-	875,000	1,158,000
Driver's Education Safety Improvement Acct	NEW	6,456,000	9,029,000	15,485,000	20,357,000	18,552,000
Account Totals		6,456,000	9,029,000	15,485,000	21,232,000	19,710,000

This committee striker to the engrossed substitute bill requires that drivers ages 18 thru 20 years meet new driver training education requirements to obtain an original driver license by July 1, 2025 (FY 2026) and extends this requirement to include drivers thru age 24 effective July 1, 2028 (FY 2029). Currently, only individuals ages 16 to 18 years have driver training education requirements to obtain an original driver license. This change would likely result in additional issuances of instruction permits (IPs) to individuals ages 18 through 24.

- It is assumed that drivers moving into Washington from other jurisdictions would be exempt from Driver Training requirement with no instruction permit (IP) necessary.
- Currently, there are individuals ages 18 through 24 that obtain IPs prior to an original driver license, and it is assumed these would continue.
- The estimates of additional IPs related to this bill are based on data from DOL's systems and utilize the November 2022 forecasts of original driver licenses, drivers moving into Washington, and instruction permits.
- The committee striker increases the document issuance fee for each application for an original or renewal of a regular driver's license, regular identicard, enhanced driver's license, or enhanced identicard by \$7.50 effective October 1, 2023 with FY 2024 as a partial year (9 months) of impact. The full amount of the fee increases is distributed to the Driver's Education Safety Improvement Account created in section 16.

There are multiple effective dates:

- The fee increase for documents is effective October 1, 2023.
- The requirement for drivers aged 18 through 20 years to have driver training education to obtain an original driver license is effective July 1, 2025 (FY 2026).
- Effective July 1, 2028 (FY 2029) the driver training education requirement is extended to include drivers through the age of 24 years.

	Estimated Additional Instruction Permits (IPs)				
	Original DL Ages 18-20 w/Required Driver Training FY2026 until FY2029 Ages 18-24	Those already getting an IP *exclude from estimate	New IP Issuances	IP Fee	To Highway Safety Account
FY 2024	24,238	7,220			
FY 2025	24,529	7,306			
FY 2026	24,816	7,392	17,424	\$25	\$435,600
FY 2027	25,035	7,457	17,578	\$25	\$439,400
FY 2028	25,181	7,501	17,681	\$25	\$442,000
FY 2029	37,043	8,418	28,626	\$25	\$715,600

	Estimated Fee Increase for Driver Licenses and Identicals			
	November 2022 Forecast	Document Issuances	Document Issuance Revenue	To New Driver's Education Safety Improvement Account
FY 2024		1,176,600	\$1,176,600	\$6,455,900
FY 2025		1,203,900	\$1,203,900	\$9,029,300
FY 2026		1,315,200	\$1,315,200	\$9,864,000
FY 2027		1,399,100	\$1,399,100	\$10,493,300
FY 2028		1,321,000	\$1,321,000	\$9,907,500
FY 2029		1,152,500	\$1,152,500	\$8,643,800

Note: tables may exhibit slight differences due to rounding.

2.C – Expenditures

DOL currently manages numerous provisions related to intermediate driver licensing. This bill modifies and expands criteria for licensing for specific age cohorts. Implementation of this bill will require resources to expand the program, write rules, and manage processes specific to young drivers. DOL will add a matrix of expected resource requirements of various duration. The department may modify the mix of resource needs as rules development and implementation planning progress, and additional program needs specific to the younger driver cohort are identified.

Project coordination and management FY 2023-25

The following positions are included in the FY 2023-25 biennium and are one-time expenditures.

- One Project Manager will assume overall coordination duties for implementation planning and development.
- One Management Analyst 5 position will serve a coordinating role to support the rulemaking process and begin implementation planning.

Section 1 requires DOL to develop an outreach and education campaign to communicate to state residents the new driver training education requirements and provide tools to assist them in accessing courses that meet the new requirement. DOL includes \$200,000 in one-time costs for this effort.

Operations impacts 2023-25 and ongoing

The following position is included in the FY 2023-25 biennium and will be ongoing expenditures.

- One Program Specialist 3 position will provide initial and ongoing support expanded provisions of younger driver licensing. This position will be responsible for creating a younger driver curriculum, modifying existing curriculum to reflect new licensing requirements, and provide ongoing support.
- One Management Analyst 5 position to support program requirements including management of ongoing legislative reporting requirements, ongoing voucher program and school and instructor capacity studies, and coordination of stakeholder outreach and synthesizing of public input required in the bill.
- One Customer Service Specialist 2 (CSS2) is included for the Driver and Vehicle Records unit to assist with driver records management, including updating or modifying driver records and managing exceptions.
- One CSS2 position is included to support an expected increase in call volumes to the Customer Service Center.
- Four CSS2 positions are included for the Driver Training School program to support the need to gather new data that must be collected for licensure, which increases the review and licensing process. These positions will also manage the subsidy application and award processes.
- Three Business and Professions Auditor 3 (BPA3s) are needed to support what is an expected doubling in students who take training resulting in additional records to audit, including schools and instructors to audit. These positions will also provide oversight of the subsidy awards and additional audit capacity of the driver training schools.

Section 6 requires DOL to publish on dol.wa.gov an interactive map of all driver training education providers and providers of a traffic safety education program. Preliminary estimates of \$12,750 (one-time) to build out location content and \$6,000 for annual licensing costs (ongoing) are included.

DOL assumptions of applicants and vouchers awarded

- DOL reviewed the work Georgia has done and used that as a model for much of work for establishing the program, criteria, and estimates. In Georgia, approximately 4 percent of the under 18 population apply for a driver education scholarship.
- Based on American Community survey provided by Washington Traffic Safety Commission data there are 259,748 students 16-18 years old in the state of Washington.
- Our WA state data for first issued licenses of Washingtonians over 18+ is 59,903.
- Adding 259,748 to 59,903 is 319,651. Assuming 4 percent applicants would mean that roughly 13,000 applications would be generated by this bill per year for the department
- 47.6 percent of students in the state of Washington are eligible for reduced lunches.
- At 47.6 percent of them meeting the income threshold that would mean the agency awards 6,086 vouchers per year, assuming money is available for this many vouchers.

Using the assumptions above, vouchers to the entire 6,086 recipients eligible at \$600 per award would be \$3,651,693.

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	2024	2025	2026	2027	2028	2029	Total Cost
TESTER	Test to verify individual components meet requirements; ensure that other business transactions have not been impacted.	\$ 22,620	151,600	-	-	-	-	-	151,600
BUSINESS ANALYST	Determine business requirements; translate requirements into what changes are needed to various systems including account codes, inventory codes, testing considerations, etc.	\$ 16,530	29,800	-	-	-	-	-	29,800
PROJECT MANAGER	Manage schedule and contracts	\$ 28,710	40,200	-	-	-	-	-	40,200
QUALITY ASSURANCE	Plan and carry out activities to assure project deliverables; e.g. preventative defect activities, align quality measures and business objectives.	\$ 37,410	172,100	-	-	-	-	-	172,100
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.	\$ 16,530	14,900	-	-	-	-	-	14,900
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.	\$ 37,236	219,700	-	-	-	-	-	219,700
Trainer	Trains business partners and employees in new system processes and capabilities.	\$ 22,620	40,700	-	-	-	-	-	40,700
Organizational Change Management	Prepares stakeholders for the change and develops strategies to ensure the changes are fully adopted.	\$ 37,410	172,100	-	-	-	-	-	172,100
Project Contingency	Office of the Chief Information Officer designated rate of 10%	\$ 25,474	84,100	-	-	-	-	-	84,100
Totals			925,200	-	-	-	-	-	925,200

What DOL will implement:

DRIVES

1. Issuance:
 - a. Modify issuance logic to require a full traffic education course for customers between ages 18-21.
 - b. Modify issuance logic to require a condensed traffic education course for customers between ages 21-25.
 - c. Change logic for online and office waivers to include the type of waiver requested.
2. Modify logic and screen for pre-apply to accommodate voucher requests, including attaching documents.
3. New web request to accommodate online scholarship requests, includes customer uploading documents.
4. New case for scholarship requests created from online applications.
5. New logic to allow users to a case for voucher requests from mailed in applications.
6. New logic for customer to opt-in for email only communication.
7. Online Interactive Map: Modify existing interactive map to include driver training education and traffic safety education program providers.
8. New Reimbursement Program
 - a. New voucher program for approved scholarships requests to reimburse Driver Training Schools (DTS).
 - b. Modify Driver Training School (DTS) logic to accept voucher and provide refunds from the appropriation account.
9. Reports: New/update six reports.
10. Letters: Three new letters.
11. Financial: New fee including distribution and revenue account code.
12. Financial: New pricing logic to apply credit payment for voucher program, include distribution and revenue account code.

13. Interface: Modify the interface/webservice with POLARIS to receive new data elements, which include type of training, new course curriculum, and training school locations, pricing and services offered.
14. Security: New security for new web request case, letters, and reports.

Polaris

1. Add two training endorsement types for Driver Training Schools for traditional and condensed driver training courses.
2. Update existing Driver Training Schools information in system to include an endorsement for traditional driver training courses.
3. Add ability to collect data for training and testing services, pricing, and services offered by language(s) for each Driver Training School, CDL Training Provider, and Motorcycle Training School location.
4. Update existing system interface to send new data collected in POLARIS to the DRIVES system.

Support Services

Agency Administrative Overhead is included at a rate of 23.4 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.

Part 3 – Expenditure Detail

3.A – Operating Budget Expenditures

Operating Expenditures	Fund	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
Highway Safety	106	1,498,000	1,158,000	2,656,000	3,023,000	2,666,000
Driver's Education Safety Improvement Acct	NEW	-	2,253,000	2,253,000	9,036,000	9,044,000
Account Totals		1,498,000	3,411,000	4,909,000	12,059,000	11,710,000

3.B – Expenditures by Object or Purpose

Object of Expenditure	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total	
FTE Staff Years	3.0	8.5	5.8	12.0	11.0	
Salaries and Wages	277,000	609,000	886,000	1,468,000	1,284,000	
Employee Benefits	92,000	228,000	320,000	598,000	538,000	
Goods and Services	1,115,000	748,000	1,863,000	2,689,000	2,584,000	
Equipment	14,000	-	14,000	-	-	
Grants/Benefits and Client Services	-	1,826,000	1,826,000	7,304,000	7,304,000	
Total By Object Type		1,498,000	3,411,000	4,909,000	12,059,000	11,710,000

3.C – FTE Detail

Staffing	Salary	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
Customer Service Specialist 2	46,980	0.0	3.0	1.5	6.0	6.0
Management Analyst 5	91,524	1.0	2.0	1.5	2.0	1.0
IT Project Management - Senior/Specialist	115,824	1.0	1.0	1.0	0.0	0.0
Business & Professions Auditor 3	66,420	0.0	1.5	0.8	3.0	3.0
Program Specialist 3	69,756	1.0	1.0	1.0	1.0	1.0
Total FTE		3.0	8.5	5.8	12.0	11.0

Part 4 – Capital Budget Impact

None.

Part 5 – New Rule Making Required

The department will use existing resources for rulemaking. Due to extensive rulemaking, additional resources for the Office of the Attorney General may be required but cannot be determined at this time.

Individual State Agency Fiscal Note

Bill Number: 5583 E S SB AMI TR H1841.3	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 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years	2.1	1.4	1.8	1.4	1.4
Account					
General Fund-State 001-1	318,000	201,000	519,000	402,000	402,000
Total \$	318,000	201,000	519,000	402,000	402,000

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: 04/10/2023
Agency Preparation: Daniel Jones	Phone: 3607256292	Date: 04/12/2023
Agency Approval: Jami Marcott	Phone: (360) 725-6230	Date: 04/12/2023
OFM Review: Val Terre	Phone: (360) 280-3973	Date: 04/13/2023

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 affecting OSPI from ESSB 5583 to 5583 ES SB S.E AMH TR H841.3

5583 ES SB S.E AMH TR H841.3 strikes everything after the enacting clause and rewrites the bill.

Section 8(1) changes the start date of the grant program from January 1, 2025, to July 1, 2025. Adds language to the subsection which allows the amounts appropriated specifically for establishing a grant program to initiate or reinstate traffic safety education programs are also usable for program development and implementation. It also adds that grants may be used to support existing traffic safety education programs in schools.

Section 8(2) has additional language inserted which requires OSPI to include a requirement in the grant eligibility agreement by the school district for grant recipients to provide information, in a form and manner specified by OSPI, required for OSPI to comply with section 8(3).

Section 8(3) has removed the requirement for OSPI to collaborate with the Department of Licensing when providing implementation plans for the grant program to the appropriate committees of the Washington Legislature.

Section 9 is new to 5583 ES SB S.E AMH TR H841.3, and states that the legislature encourages educational service districts (ESDs) to facilitate the coordination between school districts or secondary schools and driver training schools to increase access to driver training education courses by students who reside within applicable school districts.

Summary of S5583 ES SB S.E AMH TR H841.3

Section 8 (new) adds a new section to RCW 28A.220

(1) Beginning July 1, 2025, Subject to availability of funds appropriated in the omnibus transportation appropriations act for this specific purpose, including for program development and implementation activities, OSPI must establish a grant program to allow schools to initiate or reinstate traffic safety education programs, and support existing traffic safety education programs in schools.

(2) OSPI shall adopt rules establishing eligibility criteria and application and award procedures. These criteria must prioritize school districts in overburdened communities and school districts with above average concentrations of students eligible for free or reduced-price lunches. A condition of grant eligibility must be the provision of information required by OSPI to comply with requirements in section 8(3). This information will be in a form and manner specified by OSPI.

(3) By January 1, 2024, OSPI must present an implementation plan for the grant established in subsection (1) to the relevant Legislature committees. Biennially, beginning June 30, 2026, OSPI shall report to the legislature on the following:

(3)(a) The grant amounts provided to each district or school,

(3)(b) The number of districts or schools offering traffic safety education programs,

(3)(c) The number of students receiving traffic safety instruction in those programs,

(3)(d) The number of students eligible for free or reduced-price lunch receiving traffic safety instruction in those programs, and

(3)(e) An assessment of the equity impacts in overburdened communities resulting from this grant program.

Section 9 (new) – adds a new section to RCW 28A.220

Subject to the appropriation of funds, the Legislature encourages ESDs to facilitate coordination between school districts or secondary schools and driver training schools in order to increase access to driver training education courses for applicable

students.

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 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 8(1) requires OSPI to establish a grant program, subject to availability of funds appropriated, which will begin July 1, 2025. This grant will provide funds to school districts to initiate, reinstate, or support ongoing traffic safety education courses. Subsection (2) requires OSPI to create rules for eligibility criteria, application procedures, and award procedures which will prioritize school districts in overburdened communities and school districts with above average concentrations of students eligible for free or reduced-price lunches. OSPI will also include the requirement for recipients to provide OSPI with information required to comply with subsection (3). OSPI is unable to predict future allocations. The cost of this grant program is indeterminate.

1.0 FTE of an Administrative Program Specialist is necessary to create, implement, and maintain this grant program. This position will contribute to the creation of rules and will create award selection procedures for the grant. They will utilize existing student data and the specifically required information from subsection (2) to provide the implementation plan to relevant legislative committees in subsection (3). This position will need to be hired and trained in advance of the July 1, 2025, target date, and will cost \$156,000 in FY24 and \$144,000 annually thereafter.

Section 8(2) directs OSPI to adopt rules to implement the grant program. OSPI projects that the Director of Transportation will contribute 17 hours, an Administrative Assistant will contribute 21 hours, and a Rules Coordinator will contribute 75 hours to the rulemaking process for reviewing and approval. The total estimated cost to accomplish this work is \$10,000 in FY24.

To meet the requirements of this bill as written, the traffic safety education system will need to be updated or replaced. The system has not been updated since the early 2000s and is insufficient to meet anticipated increased demand that will result from the OSPI grant program in section 8. OSPI determined that an overhaul or replacement of this system will take 1980 hours of business analyst labor in FY 24, costing \$152,000. In FY 25 and annually thereafter, it will require 792 hours of labor to maintain the system, costing \$57,000 per year.

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2024	FY 2025	2023-25	2025-27	2027-29
001-1	General Fund	State	318,000	201,000	519,000	402,000	402,000
Total \$			318,000	201,000	519,000	402,000	402,000

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 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years	2.1	1.4	1.8	1.4	1.4
A-Salaries and Wages	174,000	119,000	293,000	238,000	238,000
B-Employee Benefits	93,000	64,000	157,000	128,000	128,000
C-Professional Service Contracts					
E-Goods and Other Services	14,000	9,000	23,000	18,000	18,000
G-Travel	14,000	9,000	23,000	18,000	18,000
J-Capital Outlays	23,000		23,000		
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements					
9-					
Total \$	318,000	201,000	519,000	402,000	402,000

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 2024	FY 2025	2023-25	2025-27	2027-29
Administrative Assistant 4	58,704	0.0		0.0		
Administrative Program Specialist 2 (Step K)	80,952	0.0		0.0		
Administrative Program Specialist 2 (Step M)	85,020	1.0	1.0	1.0	1.0	1.0
Director 3	109,692	0.1	0.0	0.1		
IT Business Analyst - Entry	88,788	1.0	0.4	0.7	0.4	0.4
Total FTEs		2.1	1.4	1.8	1.4	1.4

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 capital 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.

Section 8(2) directs OSPI to adopt rules to implement the grant program.

Individual State Agency Fiscal Note

Bill Number: 5583 E S SB AMI TR H1841.3	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:

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

Estimated Operating Expenditures from:

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

Estimated Capital Budget Impact:

NONE

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

Check applicable boxes and follow corresponding instructions:

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

Legislative Contact:	Phone:	Date: 04/10/2023
Agency Preparation: Daniel Jones	Phone: 3607256292	Date: 04/14/2023
Agency Approval: Jami Marcott	Phone: (360) 725-6230	Date: 04/14/2023
OFM Review: Val Terre	Phone: (360) 280-3973	Date: 04/17/2023

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 affecting OSPI from ESSB 5583 to 5583 ES SB S.E AMH TR H841.3

5583 ES SB S.E AMH TR H841.3 strikes everything after the enacting clause and rewrites the bill.

Section 8(1) changes the start date of the grant program from January 1, 2025, to July 1, 2025. Adds language to the subsection which allows the amounts appropriated specifically for establishing a grant program to initiate or reinstate traffic safety education programs are also usable for program development and implementation. It also adds that grants may be used to support existing traffic safety education programs in schools.

Section 8(2) has additional language inserted which requires OSPI to include a requirement in the grant eligibility agreement by the school district for grant recipients to provide information, in a form and manner specified by OSPI, required for OSPI to comply with section 8(3).

Section 8(3) has removed the requirement for OSPI to collaborate with the Department of Licensing when providing implementation plans for the grant program to the appropriate committees of the Washington Legislature.

Section 9 is new to 5583 ES SB S.E AMH TR H841.3, and states that the legislature encourages educational service districts (ESDs) to facilitate the coordination between school districts or secondary schools and driver training schools to increase access to driver training education courses by students who reside within applicable school districts.

Summary of ES SB S.E AMH TR H841.3:

Section 8 (new) adds a new section to RCW 28A.220

(1) Beginning July 1, 2025, Subject to availability of funds appropriated in the omnibus transportation appropriations act for this specific purpose, including for program development and implementation activities, OSPI must establish a grant program to allow schools to initiate or reinstate traffic safety education programs, and support existing traffic safety education programs in schools.

(2) OSPI shall adopt rules establishing eligibility criteria and application and award procedures. These criteria must prioritize school districts in overburdened communities and school districts with above average concentrations of students eligible for free or reduced-price lunches. A condition of grant eligibility must be the provision of information required by OSPI to comply with requirements in section 8(3). This information will be in a form and manner specified by OSPI.

(3) By January 1, 2024, OSPI must present an implementation plan for the grant established in subsection (1) to the relevant Legislature committees. Biennially, beginning June 30, 2026, OSPI shall report to the legislature on the following:

(3)(a) The grant amounts provided to each district or school,

(3)(b) The number of districts or schools offering traffic safety education programs,

(3)(c) The number of students receiving traffic safety instruction in those programs,

(3)(d) The number of students eligible for free or reduced-price lunch receiving traffic safety instruction in those programs, and

(3)(e) An assessment of the equity impacts in overburdened communities resulting from this grant program.

Section 9 (new) – adds a new section to RCW 28A.220

Subject to the appropriation of funds, the Legislature encourages ESDs to facilitate coordination between school districts or secondary schools and driver training schools in order to increase access to driver training education courses for applicable

students.

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.

OSPI cannot project total funding provided for the grants in section 8 as they are subject to appropriation.

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.

OSPI assumes that school district expenditures will match school district cash receipts. The source is a grant which is subject to appropriation and indeterminate, so the expenditure impact is also indeterminate.

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

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

III. B - Expenditures by Object Or Purpose

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

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

NONE

III. D - Expenditures By Program (optional)

NONE

Part IV: Capital Budget Impact

IV. A - Capital Budget Expenditures

NONE

IV. B - Expenditures by Object Or Purpose

NONE

IV. C - Capital Budget Breakout

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

NONE

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

NONE

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.