# Multiple Agency Fiscal Note Summary

| **Bill Number:** 2357 HB | **Title:** Civil air patrol |
|---|---|

## Estimated Cash Receipts

NONE

| Agency Name | 2025-27 | | 2027-29 | | 2029-31 | |
|---|---|---|---|---|---|---|
| | GF- State | Total | GF- State | Total | GF- State | Total |
| Local Gov. Courts | | | | | | |
| Loc School dist-SPI | | | | | | |
| Local Gov. Other | No fiscal impact | | | | | |
| Local Gov. Total | | | | | | |

## Estimated Operating Expenditures

| Agency Name | 2025-27 | | | | 2027-29 | | | | 2029-31 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | FTEs | GF-State | NGF-Outlook | Total | FTEs | GF-State | NGF-Outloo | Total | FTEs | GF-State | NGF-Outlook | Total |
| Office of the Governor | .0 | 0 | 0 | 0 | .0 | 0 | 0 | 0 | .0 | 0 | 0 | 0 |
| Washington State Patrol | .0 | 0 | 0 | 0 | .0 | 0 | 0 | 0 | .0 | 0 | 0 | 0 |
| Military Department | .0 | 0 | 0 | 0 | .0 | 0 | 0 | 0 | .0 | 0 | 0 | 0 |
| Department of Transportation | Non-zero but indeterminate cost and/or savings. Please see discussion. | | | | | | | | | | | |
| Department of Natural Resources | .0 | 0 | 0 | 0 | .0 | 0 | 0 | 0 | .0 | 0 | 0 | 0 |
| **Total $** | **0.0** | **0** | **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 | No fiscal impact | | | | | | | | |
| Local Gov. Total | | | | | | | | | |

## Estimated Capital Budget Expenditures

FNPID: 75682

FNS029 Multi Agency rollup

NONE

| Agency Name | 2025-27 | | | 2027-29 | | | 2029-31 | | |
|---|---|---|---|---|---|---|---|---|---|
| | FTEs | Bonds | Total | FTEs | Bonds | Total | FTEs | Bonds | Total |
| Office of the Governor | .0 | 0 | 0 | .0 | 0 | 0 | .0 | 0 | 0 |
| Office of the Governor | | | | | | | | | |
| Washington State Patrol | .0 | 0 | 0 | .0 | 0 | 0 | .0 | 0 | 0 |
| Washington State Patrol | | | | | | | | | |
| Military Department | .0 | 0 | 0 | .0 | 0 | 0 | .0 | 0 | 0 |
| Military Department | | | | | | | | | |
| Department of Transportation | .0 | 0 | 0 | .0 | 0 | 0 | .0 | 0 | 0 |
| Department of Transportation | | | | | | | | | |
| Department of Natural Resources | .0 | 0 | 0 | .0 | 0 | 0 | .0 | 0 | 0 |
| Department of Natural Resources | | | | | | | | | |
| **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 | No fiscal impact | | | | | | | | |
| Local Gov. Total | | | | | | | | | |

## Estimated Capital Budget Breakout

NONE

| | | |
|---|---|---|
| **Prepared by:** Val Terre, OFM | **Phone:** (360) 280-3073 | **Date Published:** Final 1/26/2026 |

FNPID: 75682

FNS029 Multi Agency rollup

# Individual State Agency Fiscal Note

| Bill Number: 2357 HB | Title: Civil air patrol | Agency: 075-Office of the Governor |
|---|---|---|

## 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: | Martha Wehling | Phone: 360-786-7067 | Date: 01/12/2026 |
| Agency Preparation: | Kathy Cody | Phone: (360) 480-7237 | Date: 01/12/2026 |
| Agency Approval: | Jamie Langford | Phone: (360) 870-7766 | Date: 01/12/2026 |
| OFM Review: | Val Terre | Phone: (360) 280-3073 | Date: 01/16/2026 |

## 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.*

HB2357 establishes the Washington Division of the Civil Air Patrol (CAP) within the Washington Military Department. CAP may be called to active state service at the direction of the Governor and is authorized to cooperate with state agencies, political subdivisions, and federally recognized tribes to provide services including cadet training, communications, disaster relief, cybersecurity missions, and search and rescue.

HB2357 does not create new duties, programs, or administrative responsibilities for the Office of the Governor. While the Governor is authorized to call the Washington Division of the Civil Air Patrol to active state service, this authority does not require additional staffing, expenditures, or ongoing workload for the Office of the Governor. Therefore, there is no fiscal impact.

**II. B - Cash receipts Impact**

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

**II. C - Expenditures**

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

## Part III: Expenditure Detail

**III. A - Operating Budget Expenditures**

NONE

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

NONE

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

NONE

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

NONE

## Part IV: Capital Budget Impact

**IV. A - Capital Budget Expenditures**

NONE

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

NONE

**IV. C - Capital Budget Breakout**

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

NONE

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

NONE

## Part V: New Rule Making Required

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

# Individual State Agency Fiscal Note

| Bill Number: 2357 HB | Title: Civil air patrol | Agency: 225-Washington State Patrol |
|---|---|---|

## 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: | Martha Wehling | Phone: 360-786-7067 | Date: 01/12/2026 |
| Agency Preparation: | Allison Plant | Phone: 360-596-4080 | Date: 01/13/2026 |
| Agency Approval: | Mario Buono | Phone: (360) 596-4046 | Date: 01/13/2026 |
| OFM Review: | Renee Martine | Phone: (360) 915-4588 | Date: 01/14/2026 |

## 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.*

The proposed legislation does not have a fiscal impact to the Washington State Patrol (WSP).

New Section 1 establishes a Washington Division of Civil Air Patrol within Title 38 RCW.

New section 2 states that the Washington Division of Civil Air Patrol will be available to serve at the call of the governor.

New section 3 establishes who the Washington Division of Civil Air Patrol is authorized to cooperate with, enter into agreements with and receive reimbursement for expenses from.

**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.*

This bill does not have a fiscal impact on the WSP.

## Part III: Expenditure Detail

**III. A - Operating Budget Expenditures**

NONE

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

NONE

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

NONE

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

NONE

## Part IV: Capital Budget Impact

**IV. A - Capital Budget Expenditures**

NONE

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

NONE

**IV. C - Capital Budget Breakout**

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

NONE

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

NONE

## Part V: New Rule Making Required

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

# Individual State Agency Fiscal Note

| Bill Number: 2357 HB | Title: Civil air patrol | Agency: 245-Military Department |
|---|---|---|

## 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: | Martha Wehling | Phone: 360-786-7067 | Date: 01/12/2026 |
| Agency Preparation: | Serina Roberts | Phone: 2535127388 | Date: 01/14/2026 |
| Agency Approval: | Seth Nickerson | Phone: 253-512-7340 | Date: 01/14/2026 |
| OFM Review: | Val Terre | Phone: (360) 280-3073 | Date: 01/16/2026 |

## 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.*

This bill adds a new chapter to Title 38 RCW.

The new chapter establishes the Washington department of Civil Air Patrol as a component of Washington Military Department and authorizes the civil air patrol to cooperate and enter into agreements with Washington's agencies, authorities, departments, and federally recognized tribes. Cooperation may include assisting with disaster relief, cybersecurity missions, search and rescue, communications, or cadet training.

The chapter authorizes operational spending authority for Washington Military Department on behalf of civil air patrol.

Civil air patrol duties would be an extension of approved disasters, missions, and programs and therefore would not incur new expenses for the agency.

**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

Revised

| Bill Number: 2357 HB | Title: Civil air patrol | Agency: 405-Department of Transportation |
|---|---|---|

## Part I: Estimates

☐ **No Fiscal Impact**

**Estimated Cash Receipts to:**

NONE

**Estimated Operating Expenditures from:**

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

**Estimated Capital Budget Impact:**

NONE

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

Check applicable boxes and follow corresponding instructions:

☒ If fiscal impact is greater than $50,000 per fiscal year in the current biennium or in subsequent biennia, complete entire fiscal note form Parts I-V.

☐ If fiscal impact is less than $50,000 per fiscal year in the current biennium or in subsequent biennia, complete this page only (Part I).

☐ Capital budget impact, complete Part IV.

☐ Requires new rule making, complete Part V.

| | | | |
|---|---|---|---|
| Legislative Contact: | Martha Wehling | Phone: 360-786-7067 | Date: 01/12/2026 |
| Agency Preparation: | Eric Johnson | Phone: 360-848-7115 | Date: 01/23/2026 |
| Agency Approval: | Jon Neville | Phone: 360-705-7542 | Date: 01/23/2026 |
| OFM Review: | Renee Martine | Phone: (360) 915-4588 | Date: 01/26/2026 |

## 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 the 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**

| 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

## 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 Agency Fiscal Note

| Bill Number: 2357 HB | Title: Civil Air Patrol | Agency: 405 - Department of Transportation |
|---|---|---|

**Agency Assumption**
N/A

## Part I: Estimates

**Select Fiscal Impact Estimate:**

☐ 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**

**Agency Contacts:**

| | | |
|---|---|---|
| Agency Approval: Jon Neville | Phone: 360-705-7542 | Date: 1/23/2026 |
| Program Approval: Eric Johnson | Phone: 360-708-8970 | Date: 1/13/2026 |
| Budget Manager: My-Hanh Mai | Phone: 360-705-7545 | Date: 1/16/2026 |

## Part II: Narrative Explanation

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

House Bill 2357 establishes a state-level Washington Division of Civil Air Patrol (CAP) within the State Military Department. The bill is intended to formalize the CAP's role in state service and ensure its availability for critical missions regardless of federal status.

Section 1 adds a new section to Title 38 RCW establishing the Washington state CAP and defines the organization structure.

Section 2 establishes that the Washington state CAP serves at the call of the Governor when ordered to active state service.

Section 3(1) authorizes the Washington state CAP to cooperate with any agency, authority, department or political subdivision of the state of Washington, or any federally recognized tribe within the state of Washington in the provision of cadet training, communications, disaster relief, cyber security missions, and search and rescue missions or assistance, or in the performance of other related functions within the scope of activity of the federally chartered civil air patrol.

Section 3(2) authorizes the Washington state CAP to enter into agreements for the performance of the functions specified

in Section 3(1) and may accept reimbursement for expenses incurred in performance of such functions.

Section 4 authorizes the Washington state CAP to employ personnel and make expenditures within the appropriation therefor or from other funds made available for agency operations, as may be necessary.

Section 5 states that nothing in this act shall operate or be construed in any manner to change or affect the operation of the Washington wing of the federally chartered CAP.

Section 6 creates a new chapter in Title 38 RCW consisting of Sections 1 through 5.

### II. B – Cash Receipts Impact

N/A

### II. C – Expenditures

Section 3(2) authorizes the Washington State Civil Air Patrol (CAP) to enter into agreements to perform the functions specified in Section 3(1) and to accept reimbursements for eligible expenses incurred in performing such functions.

We assume that missions may vary significantly in scope, duration, and resources required. Currently, there is insufficient experience or data to reliably estimate the cost of a search-and-rescue mission. Additionally, it is unknown whether, or when, the Washington State Department of Transportation, Security and Emergency Operations Department, may request assistance from the state CAP for search and rescue missions or other aviation-related emergencies. As a result, the fiscal impact cannot be determined at this time.

For fiscal note purposes, the following information is provided as an illustrative example to support potential cost estimates. Costs are based on publicly available data from the U.S. Civil Air Patrol (CAP) and the General Services Administration (GSA), using a set of assumptions for a high-end emergency search-and-rescue scenario in King County, Washington.

Assumptions:
- Emergency search and rescue response required in mountainous terrain.
- Use of one Gippsland GA-8 aircraft ($285 per flight hour) and one Complex rotary-wing hybrid small Unmanned Aircraft System (sUAS) ($75 per operating hour).
- Volunteer staffing: 1 person for the aircraft, 2 people for the UAS.
- Mission duration: 4 days; 10 hours/day aircraft flight, 12 hours/day UAS operation.
- Mileage: 100 miles one-way per responder to the staging area (mileage rate $0.725).
- Per diem rate $92; lodging rate $248.
- Miscellaneous aircraft expenses (fuel, lubricants, hangar fees, preheat/de-ice).
  - Fuel: $126 per hour ($7/gal x 18 gal/hr)
  - All other items: $400 per day

Estimated Costs (illustrative):
One (1) Volunteer with aircraft: ~$19,300
Two (2) Volunteers with UAS: ~$6,100
Total per mission: ~$25,400
Assuming six (6) missions per year: ~$152,400 annually

These figures are based on the highest estimated costs under the stated assumptions, and are intended to demonstrate a potential methodology for fiscal note purposes. The estimated costs include mileage, per diem, lodging, aircraft use, fuel, and miscellaneous expenses for a four-day search-and-rescue mission. They are not definitive projections of actual expenses.

# Individual Agency Fiscal Note

## Part III: Expenditure Detail

### III. A - Expenditures by Object

N/A

## Part IV: Capital Budget Impact

N/A

## Part V: New Rule Making Required

N/A

# Individual State Agency Fiscal Note

| Bill Number: 2357 HB | Title: Civil air patrol | Agency: 490-Department of Natural Resources |
|---|---|---|

## 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: | Martha Wehling | Phone: 360-786-7067 | Date: 01/12/2026 |
| Agency Preparation: | Laura Osborn | Phone: 3604857451 | Date: 01/15/2026 |
| Agency Approval: | David Chertudi | Phone: 360-902-1000 | Date: 01/15/2026 |
| OFM Review: | Lisa Borkowski | Phone: (360) 742-2239 | Date: 01/19/2026 |

## 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.*

This bill establishes the Washington division of civil air patrol as a formal part of the Washington military department, meaning this volunteer civilian organization, which is part of the federally chartered Civil Air Patrol, will now operate under state military authority. The Department of Natural Resources (DNR) operates a fleet of helicopters, UAS/Drones and Fixed Wing aircraft. In addition, DNR contracts with multiple vendors for all other needs of the department. All aircraft that DNR employs and contracts require certification from DNR, United States Forestry Service (USFS), and the Department of Interior (DOI). This legislation will not involve DNR.

**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.*

None

## 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

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.*

# LOCAL GOVERNMENT FISCAL NOTE

Department of Commerce

| **Bill Number:** 2357 HB | **Title:** Civil air patrol |
|---|---|

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

### Legislation Impacts:

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

## Part II: Estimates

- ☒ No fiscal impacts.
- ☐ Expenditures represent one-time costs:
- ☒ Legislation provides local option: Jurisdictions may work with the state Civil Air Patrol
- ☐ Key variables cannot be estimated with certainty at this time:

**Estimated revenue impacts to:**

**None**

**Estimated expenditure impacts to:**

**None**

## Part III: Preparation and Approval

| | | |
|---|---|---|
| Fiscal Note Analyst: Allan Johnson | Phone: 360-725-5033 | Date: 01/19/2026 |
| Leg. Committee Contact: Martha Wehling | Phone: 360-786-7067 | Date: 01/12/2026 |
| Agency Approval: Alice Zillah | Phone: 360-725-5035 | Date: 01/19/2026 |
| OFM Review: Val Terre | Phone: (360) 280-3073 | Date: 01/20/2026 |

## Part IV: Analysis

### A. SUMMARY OF BILL

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

The Washington Civil Air Patrol (state CAP) Division is established. A member of the Washington wing of the federally chartered Civil Air Patrol (federal CAP) may volunteer to be a member of the state CAP. Commissioned officers, warrant officers, enlisted persons, and cadets are required to be members of the state CAP.

The commanding officer of the federal CAP is required to be the head of the state CAP, except in the case of a vacancy. In that situation, the civil air patrol is required to designate another officer. The director of the state CAP may employ personnel.

The Governor may order the state CAP into active state service. The state CAP may cooperate with a state agency, county, city, town, or federally recognized tribe within the state by entering into an agreement to provide:
-- cadet training;
-- communications;
-- cyber security missions;
-- disaster relief;
-- search and rescue missions or assistance; or
-- other related functions within the same scope as the federal CAP.

The head of the state CAP may accept reimbursement for any expenses incurred by the state CAP for the performance of the duties identified above. The operation of the federal CAP is not changed or affected by the creation of the state CAP.

Cooperation with the United States government and its agencies and departments is not changed or affected by the creation of the state CAP.

### B. SUMMARY OF EXPENDITURE IMPACTS

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

This legislation would provide a local option to jurisdictions. As a local option, it has no direct fiscal impact on cities, counties or special districts.

### C. SUMMARY OF REVENUE IMPACTS

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

This legislation would not impact local government revenue.

SOURCES:
Washington State Military Department