

# Multiple Agency Fiscal Note Summary

<b>Bill Number:</b> 5907 S SB	<b>Title:</b> Roadside safety
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## Estimated Cash Receipts

NONE

Agency Name	2021-23		2023-25		2025-27	
	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	2021-23				2023-25				2025-27			
	FTEs	GF-State	NGF-Outlook	Total	FTEs	GF-State	NGF-Outlook	Total	FTEs	GF-State	NGF-Outlook	Total
Washington State Patrol	.0	0	0	4,304	.0	0	0	0	.0	0	0	0
Traffic Safety Commission	.0	0	0	535,000	.0	0	0	700,000	.0	0	0	700,000
Department of Licensing	.5	0	0	251,000	.3	0	0	243,000	.0	0	0	185,000
Department of Transportation	Non-zero but indeterminate cost and/or savings. Please see discussion.											
<b>Total \$</b>	<b>0.5</b>	<b>0</b>	<b>0</b>	<b>790,304</b>	<b>0.3</b>	<b>0</b>	<b>0</b>	<b>943,000</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>885,000</b>

Agency Name	2021-23			2023-25			2025-27		
	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

Agency Name	2021-23			2023-25			2025-27		
	FTEs	Bonds	Total	FTEs	Bonds	Total	FTEs	Bonds	Total
Washington State Patrol	.0	0	0	.0	0	0	.0	0	0
Traffic Safety Commission	.0	0	0	.0	0	0	.0	0	0
Department of Licensing	.0	0	0	.0	0	0	.0	0	0
Department of Transportation	.0	0	0	.0	0	0	.0	0	0
<b>Total \$</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

Agency Name	2021-23			2023-25			2025-27		
	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

<b>Prepared by:</b> Kyle Siefering, OFM	<b>Phone:</b> (360) 995-3825	<b>Date Published:</b> Final 2/17/2022
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# Individual State Agency Fiscal Note

<b>Bill Number:</b> 5907 S SB	<b>Title:</b> Roadside safety	<b>Agency:</b> 225-Washington State Patrol
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## Part I: Estimates

☐ No Fiscal Impact

### Estimated Cash Receipts to:

NONE

### Estimated Operating Expenditures from:

	FY 2022	FY 2023	2021-23	2023-25	2025-27
<b>Account</b>					
State Patrol Highway Account-State 081-1	0	4,304	4,304	0	0
<b>Total \$</b>	0	4,304	4,304	0	0

### Estimated Capital Budget Impact:

NONE

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

Check applicable boxes and follow corresponding instructions:

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

Legislative Contact: Kelly Simpson	Phone: (360)786-7403	Date: 02/10/2022
Agency Preparation: Thomas Bohon	Phone: (360) 596-4044	Date: 02/10/2022
Agency Approval: Walter Hamilton	Phone: 360-596-4046	Date: 02/10/2022
OFM Review: Ruth Roberson	Phone: (360) 995-3826	Date: 02/15/2022

Part II: Narrative Explanation

II. A - Brief Description Of What The Measure Does That Has Fiscal Impact

Briefly describe by section number, the significant provisions of the bill, and any related workload or policy assumptions, that have revenue or expenditure impact on the responding agency .

The substitute version of the proposed legislation changes the fiscal impact from the original fiscal note.

There is now a fiscal impact to the Washington State Patrol (WSP) associated with additional rulemaking requirements.

Section 2 amends RCW 46.37.184 to allow fire department vehicles to operate rear facing blue lights at the scene of an emergency.

Section 3 amends RCW 46.37.196 to allow tow trucks to operate rear facing blue lights while at the scene of an emergency.

II. B - Cash receipts Impact

Briefly describe and quantify the cash receipts impact of the legislation on the responding agency, identifying the cash receipts provisions by section number and when appropriate the detail of the revenue sources. Briefly describe the factual basis of the assumptions and the method by which the cash receipts impact is derived. Explain how workload assumptions translate into estimates . Distinguish between one time and ongoing functions .

None

II. C - Expenditures

Briefly describe the agency expenditures necessary to implement this legislation (or savings resulting from this legislation), identifying by section number the provisions of the legislation that result in the expenditures (or savings). Briefly describe the factual basis of the assumptions and the method by which the expenditure impact is derived. Explain how workload assumptions translate into cost estimates. Distinguish between one time and ongoing functions.

Additional rulemaking will be required as a result of this proposed legislation. We estimated about 43 hours of labor to produce and review rule changes. The estimated cost for this rule making would be approximately \$4,304.

We base estimated salary expenditures on current levels for the positions requested per published salary schedules, plus any applicable incentive or assignment pay. We compute estimated benefits expenditures based on federal or state mandated rates plus state provided amounts for health insurance and workers’ compensation insurance. We assume that any increases in these rates or amounts will be covered by legislation establishing the increase.

We base our estimate for agency indirect costs on the approved federal indirect cost rate of 30.84 percent. We apply this indirect cost rate percentage to all categories of expenditure with only two exceptions: capital equipment and expenditures after \$25,000 of each projected contract. Indirect costs include, but are not limited to, computer and telecommunications support, payroll processing, vendor payments, general accounting, procurement administration, inventory control, and human resource management.

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2022	FY 2023	2021-23	2023-25	2025-27
081-1	State Patrol Highway Account	State	0	4,304	4,304	0	0
Total \$			0	4,304	4,304	0	0

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

	FY 2022	FY 2023	2021-23	2023-25	2025-27
FTE Staff Years					
A-Salaries and Wages		2,527	2,527		
B-Employee Benefits		763	763		
C-Professional Service Contracts					
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-Indirect Costs		1,014	1,014		
<b>Total \$</b>	0	4,304	4,304	0	0

**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*

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

*Identify acquisition and construction costs not reflected elsewhere on the fiscal note and describe potential financing methods*

NONE

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

NONE

## Part V: New Rule Making Required

*Identify provisions of the measure that require the agency to adopt new administrative rules or repeal/revise existing rules .*

We will need to make rule changes to WACs 204-91A-170 and 204-21-130 regarding sections 2 and 3 and the authorization for fire department vehicles and tow trucks to have rear facing blue lights.

# Individual State Agency Fiscal Note

Revised

<b>Bill Number:</b> 5907 S SB	<b>Title:</b> Roadside safety	<b>Agency:</b> 228-Traffic Safety Commission
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## Part I: Estimates

☐ No Fiscal Impact

### Estimated Cash Receipts to:

NONE

### Estimated Operating Expenditures from:

	FY 2022	FY 2023	2021-23	2023-25	2025-27
<b>Account</b>					
Highway Safety Account-Federal 106-2	185,000	350,000	535,000	700,000	700,000
<b>Total \$</b>	185,000	350,000	535,000	700,000	700,000

### 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: Kelly Simpson	Phone: (360)786-7403	Date: 02/10/2022
Agency Preparation: Mark McKechnie	Phone: 3607259889	Date: 02/14/2022
Agency Approval: Mark McKechnie	Phone: 3607259889	Date: 02/14/2022
OFM Review: Ruth Roberson	Phone: (360) 995-3826	Date: 02/15/2022

## Part II: Narrative Explanation

### II. A - Brief Description Of What The Measure Does That Has Fiscal Impact

*Briefly describe by section number, the significant provisions of the bill, and any related workload or policy assumptions, that have revenue or expenditure impact on the responding agency.*

SSB 5907 requires WTSC to develop a statewide public awareness campaign to inform and educate Washington citizens about the “slow down and move over” law when approaching emergency vehicles, RCW 46.61.212. The educational campaign must include the use of public service announcements and written and digital informative and educational materials distributed by all reasonable means possible by January 31, 2023 and directs the agency to use available resources or federal and other grant funds. (Sec 8) Federal grant funds may be available for use in FFY 2022 for the campaign development and in FFY 2023 for media distribution. Execution of the campaign by January 2023 depends upon the availability of federal funds and approval by NHTSA to amend the current Highway Safety Plan (HSP). Based upon a customary PSA campaign developed and distributed by WTSC, the total cost for the first year would be \$535,000, including One-time costs of \$185,000 for concept development and testing, translation /trans-creation in English and Spanish and development of materials for radio, broadcast, digital streaming, social media, and website content. Annual costs of \$350,000 for a three-week paid advertising campaign including Cable and streaming video spots (30 seconds); audio spots on broadcast and digital networks (30 seconds); Facebook and Instagram carousel ads with links to a web site informational page.

Sec 1: Name of Act (no fiscal impact)

Sec 2: Fire department vehicles may display rear-facing blue lights at scene of emergency. (no fiscal impact )

Sec 3: Tow trucks may operate rear-facing blue lights at scene of emergency and red lights when re-entering roadway from emergency scene. (no fiscal impact)

Sec 4: Amends RCW 46.61.212. Adds requirement for vehicles approaching emergency zone to reduce speed on highways of four or more lanes by 10 mph and no greater than 50 mph. (no fiscal impact )

Sec 5: Directs DOL to develop an appropriate training module regarding requirements of RCW 46.61.212. (no fiscal for WTSC)

Sec 6: DOL shall provide written materials and office signage regarding slow down and move over law. (no fiscal for WTSC)

Sec 7: DOT directed to increase highway signage and electronic sign boards to reflect requirements and penalties associated with RCW 46.61.212

Sec 8: Requires WTSC to develop a statewide public awareness campaign to inform and educate Washington citizens about the “slow down and move over” law when approaching emergency vehicles, RCW 46.61.212. The educational campaign must include the use of public service announcements and written and digital informative and educational materials distributed by all reasonable means possible by January 31, 2023 and directs the agency to use available resources or federal and other grant funds.

Fiscal impact: A typical campaign like this would cost about \$185,000 to develop and \$350,000 to run for a three-week period. Using federal funds for this purpose would require approval of an amendment to the current Highway Safety Plan by NHTSA (USDOT).

### II. B - Cash receipts Impact

*Briefly describe and quantify the cash receipts impact of the legislation on the responding agency, identifying the cash receipts provisions by section number and when appropriate the detail of the revenue sources. Briefly describe the factual basis of the assumptions and the method by which the cash receipts impact is derived. Explain how workload assumptions translate into estimates . Distinguish between one time and ongoing functions .*

No cash receipts anticipated by WTSC.

II. C - Expenditures

Briefly describe the agency expenditures necessary to implement this legislation (or savings resulting from this legislation), identifying by section number the provisions of the legislation that result in the expenditures (or savings). Briefly describe the factual basis of the assumptions and the method by which the expenditure impact is derived. Explain how workload assumptions translate into cost estimates. Distinguish between one time and ongoing functions.

Based upon a customary PSA campaign developed and distributed by WTSC, the total initial cost would be \$535,000, including:

One-time costs of \$185,000 for concept development and testing, translation /trans-creation in English and Spanish and development of materials for radio, broadcast, digital streaming, social media, and website content.

Annual costs of \$350,000 for a three-week paid advertising campaign including cable and streaming video spots (30 seconds); audio spots on broadcast and digital networks (30 seconds); Facebook and Instagram carousel ads with links to a web site informational page.

Availability of funds in FFY 2022 (current) for campaign development would require an amendment to the current federal Highway Safety plan by NHTSA (USDOT). The estimated budget uses current federal funds for the PSA development and assumes expenses for media distribution (one three-week campaign per year) would begin in FFY 2023.

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2022	FY 2023	2021-23	2023-25	2025-27
106-2	Highway Safety Account	Federal	185,000	350,000	535,000	700,000	700,000
Total \$			185,000	350,000	535,000	700,000	700,000

III. B - Expenditures by Object Or Purpose

	FY 2022	FY 2023	2021-23	2023-25	2025-27
FTE Staff Years					
A-Salaries and Wages					
B-Employee Benefits					
C-Professional Service Contracts	185,000	350,000	535,000	700,000	700,000
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 \$	185,000	350,000	535,000	700,000	700,000

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  
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**

*Identify acquisition and construction costs not reflected elsewhere on the fiscal note and describe potential financing methods*

NONE

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

NONE

No capital budget impact for WTSC.

**Part V: New Rule Making Required**

# Individual State Agency Fiscal Note

<b>Bill Number:</b> 5907 S SB	<b>Title:</b> Roadside safety	<b>Agency:</b> 240-Department of Licensing
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## Part I: Estimates

☐ No Fiscal Impact

### Estimated Cash Receipts to:

NONE

### Estimated Operating Expenditures from:

	FY 2022	FY 2023	2021-23	2023-25	2025-27
FTE Staff Years	0.0	1.0	0.5	0.3	0.0
<b>Account</b>					
Highway Safety Account-State 106-1	0	251,000	251,000	243,000	185,000
<b>Total \$</b>	0	251,000	251,000	243,000	185,000

### 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.*

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- ☐ 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: Kelly Simpson	Phone: (360)786-7403	Date: 02/10/2022
Agency Preparation: Don Arlow	Phone: (360) 902-3736	Date: 02/15/2022
Agency Approval: Gerrit Eades	Phone: (360)902-3863	Date: 02/15/2022
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 02/15/2022

Part II: Narrative Explanation

II. A - Brief Description Of What The Measure Does That Has Fiscal Impact

Briefly describe by section number, the significant provisions of the bill, and any related workload or policy assumptions, that have revenue or expenditure impact on the responding agency .

See attached fiscal note

II. B - Cash receipts Impact

Briefly describe and quantify the cash receipts impact of the legislation on the responding agency, identifying the cash receipts provisions by section number and when appropriate the detail of the revenue sources. Briefly describe the factual basis of the assumptions and the method by which the cash receipts impact is derived. Explain how workload assumptions translate into estimates . Distinguish between one time and ongoing functions .

II. C - Expenditures

Briefly describe the agency expenditures necessary to implement this legislation (or savings resulting from this legislation), identifying by section number the provisions of the legislation that result in the expenditures (or savings). Briefly describe the factual basis of the assumptions and the method by which the expenditure impact is derived. Explain how workload assumptions translate into cost estimates. Distinguish between one time and ongoing functions.

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2022	FY 2023	2021-23	2023-25	2025-27
106-1	Highway Safety Account	State	0	251,000	251,000	243,000	185,000
Total \$			0	251,000	251,000	243,000	185,000

III. B - Expenditures by Object Or Purpose

	FY 2022	FY 2023	2021-23	2023-25	2025-27
FTE Staff Years		1.0	0.5	0.3	
A-Salaries and Wages		80,000	80,000	40,000	
B-Employee Benefits		27,000	27,000	13,000	
C-Professional Service Contracts					
E-Goods and Other Services		144,000	144,000	190,000	185,000
G-Travel					
J-Capital Outlays					
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements					
9-					
Total \$	0	251,000	251,000	243,000	185,000

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 2022	FY 2023	2021-23	2023-25	2025-27
Management Analyst 4	80,292		1.0	0.5	0.3	
Total FTEs			1.0	0.5	0.3	0.0

III. D - Expenditures By Program (optional)

NONE

## Part IV: Capital Budget Impact

### IV. A - Capital Budget Expenditures

NONE

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

NONE

### IV. C - Capital Budget Breakout

*Identify acquisition and construction costs not reflected elsewhere on the fiscal note and describe potential financing methods*

NONE

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

NONE

## Part V: New Rule Making Required

# Individual State Agency Fiscal Note

Agency 240 – Department of Licensing

Bill Number: SSB 5907

Bill Title: Roadside safety

## Part 1: Estimates

☐ No Fiscal Impact

### Estimated Cash Receipts:

NONE

### Estimated Expenditures:

		FY 22	FY 23	21-23 Total	23-25 Total	25-27 Total
FTE Staff Years		-	1.0	0.5	0.3	-

Fund Name	Fund	FY 22	FY 23	21-23 Total	23-25 Total	25-27 Total
Highway Safety	106	-	251,000	251,000	243,000	185,000
Account Totals		-	251,000	251,000	243,000	185,000

*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.

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- ☐ Capital budget impact, complete Part IV.
- ☐ Requires new rule making, complete Part V.

Legislative Contact: Kelly Simpson	Phone: (360) 786-7403	Date: 2/10/2022
Agency Preparation: Don Arlow	Phone: (360) 902-3736	Date: 2/15/2022
Agency Approval: Gerrit Eades	Phone: (360) 902-3931	Date: 2/15/2022

Request #	1
Bill #	5907 SSB

## **Part 2 – Explanation**

This bill modifies provisions related to drivers approaching emergency or work zones.

**SSB 5907 compared to SB 5907:** SSB 5907 removes the requirement that driver's license renewal applicants provide affirmative acknowledgement of the slow down and move over law. This change significantly reduces staffing requirements. SSB 5907 adds a requirement that the department provide written materials regarding the law, as well as signage in licensing service offices. Costs for these provisions are included in this fiscal note.

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

Section 4 amends RCW 46.61.212(2) to require drivers to reduce speed when approaching an emergency or work zone, and to continue to reduce speed to 10 miles per hour below the speed limit if changing lanes or moving away would be unsafe. An exception is provided for when the posted speed limit exceeds 60 miles per hour or more, then reduce the speed of the vehicle to 50 miles per hour or lower.

Section 5 is a new section added to Chapter 46.61 RCW to require that the Department of Licensing (DOL) develop an appropriate training module related to RCW 46.61.212 for inclusion in all new driver training curricula.

Section 6 is a new section added to Chapter 46.20 RCW that requires DOL to provide each driver's license, identicard, instruction permit, intermediate license, and commercial driver's license applicant with written materials regarding the contents and requirements of RCW 46.61.212, the slow down and move over law, at the completion of the applicant's licensing transaction. The department must place signage in each of the licensing service offices (LSOs), that provide background on the written materials that the applicant will receive regarding the slow down and move over law.

Section 8 requires that by January 31, 2023 DOL and the Washington Traffic Safety Commission (WTSC) work independently or in collaboration, to develop a statewide public awareness campaign to inform and educate people on the slow down and move over law, RCW 46.61.212. The educational campaign must include the use of public service announcements and both written and digital educational materials distributed by all reasonable means possible. DOL and the WTSC shall develop the public awareness campaign using all its or their available resources, as well as federal and other grant funds that may become available.

Section 9 provides an effective date for section 5 of October 1, 2023.

Section 10 provides an effective date for section 6 of October 30, 2022.

### **2.B - Cash receipts Impact**

The bill language does not change fees or fee distribution; therefore, it will not have an impact on cash receipts for the department.

## **2.C – Expenditures**

### **Driver Training Schools program**

The required curriculum consists of the subject matter that must be taught but does not provide detailed lesson plans or learning modules as noted in the bill. This bill requires a comprehensive traffic safety module that currently does not exist and would need to be developed and vetted with OSPI, the Tow Truck Industry, traffic safety education industry stakeholders, and law enforcement professionals.

Additionally, DOL would provide materials and training for all instructors (and potentially examiners). DOL assumes this will be best accomplished with a multi-media learning module produced by the department that would allow for consistent delivery of the material and result in the least impact to driver education providers current means of instruction.

DOL will hire a Management Analyst (MA4) or contract for work on curriculum development and creation of lesson plans, training, and other support materials. Estimated timeline for creation, review, and finalization of such a work would take 18 months. This is a one-time expense.

A collaborative effort between the department and the WTSC to develop the statewide public awareness campaign could be accomplished with grant dollars from the new federal transportation authorization contained in the Infrastructure Investment and Jobs Act. Additionally, any informative or educational materials produced as a part of this effort may be used to augment materials delivered as a part of driver education. Any relevant federal awards are expected to be made to WTSC.

### **Licensing Services Office signage**

Section 6 requires the department to provide each driver's license, identicard, instruction permit, intermediate license, and commercial driver's license applicant with written materials regarding the contents and requirements of RCW 46.61.212, the slow down and move over law, at the completion of the applicant's licensing transaction. DOL will include an insert with this information in each document produced and mailed by the central issuance vendor. The vendor estimate for an insert is \$0.02975 each. Using the November 2021 forecast, FY 2023 will require \$49,000 for additional vendor payments due to the October 1, 2022 effective date of this section. Annual expenditures in the FY 2023-25 biennium will average \$66,500 per year.

Section 6 also requires new signage in each of the licensing service offices (LSOs), that provide background on the written materials that the applicant will receive regarding the slow down and move over law. DOL can obtain 100 posters for offices for a cost of \$650.

### **Information Services**

Implementation of this bill will require DOL to add four new questions and six translations to the personal driver license knowledge exam. 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	2022	2023	2024	2025	2026	2027	Total Cost
TESTER	Test to verify individual components meet requirements; ensure that other business transactions have not been impacted.	\$ 22,620	-	6,800	-	-	-	-	6,800
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	-	1,700	-	-	-	-	1,700
PROJECT MANAGER	Manage schedule and contracts	\$ 28,710	-	2,900	-	-	-	-	2,900
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	-	1,700	-	-	-	-	1,700
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.	\$ 34,800	-	10,400	-	-	-	-	10,400
Trainer	Trains business partners and employees in new system processes and capabilities.	\$ 22,620	-	2,300	-	-	-	-	2,300
Project Contingency	Office of the Chief Information Officer designated rate of 10%	\$ 25,230	-	2,600	-	-	-	-	2,600
<b>Totals</b>			-	<b>28,400</b>	-	-	-	-	<b>28,400</b>

## Support Services

Agency Administrative Overhead is included at a rate of 26.0 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.

Standard FTE goods and services (object E) costs are included on Table 3.B.1. Standard FTE costs do not include objects EM (AG services), ER (contractual services), and EZ (Other goods & Svcs) which are also shown in Table 3.B.1.

## Part 3 – Expenditure Detail

### 3.A – Operating Budget Expenditures

Fund Name	Fund	FY 22	FY 23	21-23 Total	23-25 Total	25-27 Total
Highway Safety	106	-	251,000	251,000	243,000	185,000
<b>Account Totals</b>		-	<b>251,000</b>	<b>251,000</b>	<b>243,000</b>	<b>185,000</b>

### 3.B – Expenditures by Object or Purpose

Object Name	FY 22	FY 23	21-23 Total	23-25 Total	25-27 Total
FTE Staff Years	0.0	1.0	0.5	0.3	0.0
Salaries and Wages	-	80,000	80,000	40,000	-
Employee Benefits	-	27,000	27,000	13,000	-
Goods and Services	-	144,000	144,000	190,000	185,000
<b>Total By Object Type</b>	-	<b>251,000</b>	<b>251,000</b>	<b>243,000</b>	<b>185,000</b>



### **3.C – FTE Detail**

Position	Salary	FY 22	FY 23	21-23 Total	23-25 Total	25-27 Total
Management Analyst 4	80,292	0.0	1.0	0.5	0.3	0.0
<b>Total FTE</b>		<b>0.0</b>	<b>1.0</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>

*Totals may differ due to rounding.*

### **Part 4 – Capital Budget Impact**

None.

### **Part 5 – New Rule Making Required**

None.

# Individual State Agency Fiscal Note

<b>Bill Number:</b> 5907 S SB	<b>Title:</b> Roadside safety	<b>Agency:</b> 405-Department of Transportation
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## Part I: Estimates

☐ No Fiscal Impact

### Estimated Cash Receipts to:

NONE

### Estimated Operating Expenditures from:

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.

<b>Legislative Contact:</b> Kelly Simpson	<b>Phone:</b> (360)786-7403	<b>Date:</b> 02/10/2022
<b>Agency Preparation:</b> Tiffany West	<b>Phone:</b> 360-705-6972	<b>Date:</b> 02/15/2022
<b>Agency Approval:</b> Dongho Chang	<b>Phone:</b> 206-440-4804	<b>Date:</b> 02/15/2022
<b>OFM Review:</b> Ruth Roberson	<b>Phone:</b> (360) 995-3826	<b>Date:</b> 02/15/2022

Part II: Narrative Explanation

II. A - Brief Description Of What The Measure Does That Has Fiscal Impact

Briefly describe by section number, the significant provisions of the bill, and any related workload or policy assumptions, that have revenue or expenditure impact on the responding agency .

See attached Fiscal Note.

II. B - Cash receipts Impact

Briefly describe and quantify the cash receipts impact of the legislation on the responding agency, identifying the cash receipts provisions by section number and when appropriate the detail of the revenue sources. Briefly describe the factual basis of the assumptions and the method by which the cash receipts impact is derived. Explain how workload assumptions translate into estimates . Distinguish between one time and ongoing functions .

II. C - Expenditures

Briefly describe the agency expenditures necessary to implement this legislation (or savings resulting from this legislation), identifying by section number the provisions of the legislation that result in the expenditures (or savings). Briefly describe the factual basis of the assumptions and the method by which the expenditure impact is derived. Explain how workload assumptions translate into cost estimates. Distinguish 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: List FTEs by classification and corresponding annual compensation . Totals need to 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

Identify acquisition and construction costs not reflected elsewhere on the fiscal note and describe potential financing methods

NONE

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

NONE

**Part V: New Rule Making Required**

# Individual State Agency Fiscal Note

<b>Bill Number:</b> 5907 SSB	<b>Title:</b> Roadside Safety	<b>Agency:</b> 405-Department of Transportation
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## Part I: Estimates

Check applicable boxes and follow corresponding instructions, use the fiscal template table provided to show fiscal impact by account, object, and program (if necessary), **add rows if needed**. If no fiscal impact, check the box below, skip fiscal template table, and go to Part II to explain briefly, why the program believes there will be no fiscal impact to the department.

☐ No Fiscal Impact (Explain in section II. A)

*If a fiscal note is assigned to our agency, someone believes there might be, and we need to address that, showing why there is no impact to the department.*

☐ Indeterminate Cash Receipts Impact (Explain in section II. B)

☒ Indeterminate Expenditure Impact (Explain in section II. C)

☐ If fiscal impact is less than \$50,000 per fiscal year in the current biennium or in subsequent biennia, **complete entire fiscal note form Parts I-V**

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

☐ Capital budget impact, **complete Part IV**

☐ Requires new rule making, **complete Part V**

☒ Revised

## Agency Assumptions

In collaboration with the lead agency - DOL, WSDOT assumes its responsible for creating, installing, and maintaining the additional signage required in this proposal on state highway right of way.

## Agency Contacts:

Preparer: Tiff West	Phone: 360-705-6972	Date: 2/10/2022
Approval: Dongho Chang	Phone: 206-651-5122	Date: 2/10/2022
Budget Manager: Chad Johnson	Phone: 360-705-7546	Date: 2/10/2022

## Part II: Narrative Explanation

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

Briefly describe by section number (sections that will change WSDOT costs or revenue), the significant provisions of the bill, and any related workload or policy assumptions that have revenue or expenditure impact on the responding agency.

**List the sections that have fiscal impact to WSDOT only. E.g., "Section 3 directs the Department to ..." No summarizing, no interpreting, and save any background context for the revenue and expenditure parts.**

Section 7 (previously section 4 updated in this bill version) is added to Chapter 47.04 RCW: The department shall substantially increase the use of roadway signage and electronic display boards.

# Individual State Agency Fiscal Note

## II. B - Cash receipts Impact

*If there are cash receipts components of the fiscal note, contact [BFA-Economics](#) to share your assumptions, and calculations. BFA-Economics will develop and supply cash receipts narrative to ensure consistent department messaging.*

N/A

## II. C - Expenditures

*Briefly describe the agency expenditures necessary to implement this legislation (or savings resulting from this legislation), identifying by section number the provisions of the legislation that result in the expenditures (or savings). Briefly describe the factual basis of the assumptions and the method by which the expenditure impact is derived. Explain how workload assumptions translate into cost estimates. Distinguish between one time and ongoing functions.*

The fiscal impact to the department remains indeterminate because language in the substitute senate bill does not specify how many signs or locations for signs are required. Below are some ranges of estimated expenditures for signage.

The department currently has nine Slow Down Move Over signs installed statewide. The department assumes 40 static signs is a substantial increase of signage over the current sign count. The estimated initial cost per sign is \$7,124 and estimated annual maintenance per sign is \$475. Total estimated expenditures for initial sign construction, installation is \$284,960 and annual maintenance for the signs is estimated to be \$19,000. Total estimated expenditures for static signs are \$303,960.

Variable Messaging Signs (VMS) may be an additional signage feature utilized for the purposes of the bill. An estimated expenditure range for VMS range from \$300,000 for ground installed VMS to approximately \$1 million for overhead installed VMS.

The estimated range of expenditures start at \$7,600 per static sign and increases between \$300,000 to \$1 million per electronic signs if VMS are installed throughout the state.

## Part III: Expenditure Detail

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

N/A

## Part IV: Capital Budget Impact

N/A

## Part V: New Rule Making Required

*Identify provisions of the measure that require the agency to adopt new administrative rules or repeal/revise existing rules.*

N/A

# LOCAL GOVERNMENT FISCAL NOTE

Department of Commerce

**Bill Number:** 5907 S SB

**Title:** Roadside safety

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

## Legislation Impacts:

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

## Part II: Estimates

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

### Estimated revenue impacts to:

None

### Estimated expenditure impacts to:

None

## Part III: Preparation and Approval

Fiscal Note Analyst: Alice Zillah	Phone: 360-725-5035	Date: 02/17/2022
Leg. Committee Contact: Kelly Simpson	Phone: (360)786-7403	Date: 02/10/2022
Agency Approval: Allan Johnson	Phone: 360-725-5033	Date: 02/17/2022
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 02/17/2022

## **Part IV: Analysis**

### **A. SUMMARY OF BILL**

*Provide a clear, succinct description of the bill with an emphasis on how it impacts local government .*

#### **CHANGES FROM PRIOR BILL VERSION:**

The substitute bill adds provisions concerning lights on fire department vehicles and tow trucks. These changes do not create fiscal impacts for local governments.

#### **SUMMARY OF CURRENT BILL:**

Sec. 2 amends RCW 46.37.184. Fire department vehicles may also operate rear-facing blue lights for use only at the scene of an emergency. The combination of red and blue lights may be used only at the scene of an emergency.

Sec. 3 amends RCW 46.37.196. The emergency tow trucks may also operate rear-facing blue lights for use only at the scene of an emergency or accident. The red lights may be used when the tow truck is reentering the roadway from the scene of an emergency or accident for a reasonable distance to reach operating speed from the scene, and the combination of red and blue lights may be used only at the scene of an emergency or accident. It is unlawful to use the combination of lights when traveling to or from the scene of an accident or for any other purpose.

Sec. 4 amends RCW 46.61.212. The driver of any motor vehicle, upon approaching an emergency or work zone, shall slow down and continue to reduce their speed. A violation of this subsection is a gross misdemeanor.

### **B. SUMMARY OF EXPENDITURE IMPACTS**

*Briefly describe and quantify the expenditure impacts of the legislation on local governments , identifying the expenditure provisions by section number, and when appropriate, the detail of expenditures. Delineate between city, county and special district impacts.*

The legislation would have no expenditure impacts for local government. Any training necessary for law enforcement officers could be accomplished within existing resources.

### **C. SUMMARY OF REVENUE IMPACTS**

*Briefly describe and quantify the revenue impacts of the legislation on local governments , identifying the revenue provisions by section number, and when appropriate, the detail of revenue sources. Delineate between city, county and special district impacts.*

The legislation would have no revenue impacts for local government.