

Multiple Agency Fiscal Note Summary

Bill Number: 1582 HB	Title: Right turns
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Estimated Cash Receipts

NONE

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
Traffic Safety Commission	.2	0	0	1,860,653	.1	0	0	786,885	.0	0	0	0
Department of Transportation	Non-zero but indeterminate cost and/or savings. Please see discussion.											
Total \$	0.2	0	0	1,860,653	0.1	0	0	786,885	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									
Local Gov. Other			48,105						
Local Gov. Other	In addition to the estimate above, there are additional indeterminate costs and/or savings. Please see individual fiscal note.								
Local Gov. Total			48,105						

Estimated Capital Budget Expenditures

Agency Name	2023-25			2025-27			2027-29		
	FTEs	Bonds	Total	FTEs	Bonds	Total	FTEs	Bonds	Total
Traffic Safety Commission	.0	0	0	.0	0	0	.0	0	0
Department of Transportation	.0	0	0	.0	0	0	.0	0	0
Total \$	0.0	0	0	0.0	0	0	0.0	0	0

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

Estimated Capital Budget Breakout

Prepared by: Tiffany West, OFM	Phone: (360) 890-2653	Date Published: Final
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Individual State Agency Fiscal Note

Bill Number: 1582 HB	Title: Right turns	Agency: 228-Traffic Safety Commission
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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	0.2	0.1	0.2	0.1	0.0
Account					
Highway Safety Account-State 106 -1	1,073,768	786,885	1,860,653	786,885	0
Total \$	1,073,768	786,885	1,860,653	786,885	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: Mark Matteson	Phone: 360-786-7145	Date: 01/29/2023
Agency Preparation: Mark McKechnie	Phone: 3607259889	Date: 01/31/2023
Agency Approval: Mark McKechnie	Phone: 3607259889	Date: 01/31/2023
OFM Review: Tiffany West	Phone: (360) 890-2653	Date: 02/02/2023

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.

WTSC estimates a fiscal impact for the requirements of WTSC in Section 2 of the bill. WTSC does not receive existing state or federal funding for the purposes outlined in Section 2. The estimated fiscal impact would be \$1,073,768 in year one, and \$786,885 each year in years two and three.

AN ACT Relating to prohibiting drivers from making a right turn within proximity of certain facilities; adding a new section to chapter 46.61 RCW; creating a new section; providing an effective date; and providing an expiration date.

Sec.1 modifies the provisions in RCW chapter 46.61 regarding red or red arrow traffic signals. It says that a driver may not proceed to turn on a red signal within 1,000 ft of: public schools, childcare centers, parks or playgrounds, recreation centers, libraries, transit centers, hospitals, senior centers or any other facility with high levels of pedestrian traffic, as determined by the local authority.

Sec. 2 requires the Washington Traffic Safety Commission to develop a statewide public awareness campaign to inform the public of the prohibitions on a right turn on red included in section 1. The requirements include the production of public service announcements, written and digital educational materials distributed by reasonable means.

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

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.

In order to develop a statewide public awareness campaign to inform and educate Washington Citizens about the prohibition of right turns on red in certain intersections, work on the development of these campaigns would need to begin in FY 2024 in order to be ready to educate the public before the act would take effect July 1, 2024. Year one contracts includes estimated costs for the development of the public services announcements as well as written and digital information and educational materials as well as purchase of media.

This campaign would require a 0.2 FTE increase in WTSC communications staff in year one and 0.1 FTE in years two and three to develop and coordinate the public education work, including:

PSA & Media Campaign Planning Tasks:

PSA (approx. 6 months from start to finish):

- Determine Message Goals
- Determine Audiences
- Meet with Contractor to develop Creative Brief
- Execute Work Order with contractor
- Creative Concepts Presentation from contractor
- Partner and Stakeholder feedback
- Pilot testing, focus groups performed by contractor
- Review findings from testing
- Creative selection and development

Media Campaign Ad Buy (planning recommended approx. 8 weeks prior to start of campaign)

- Meet with contractor to discuss media plan
- o demographics to target

Contractor costs include:

\$750,000 for three 2-week statewide media campaigns (\$250k per flight), campaigns will be managed by media contractor (could always add additional funding to purchase additional ads, if available)

\$250,000 to develop and test concepts with English and Spanish speaking audiences and produce :30 video PSAs and supporting materials (social media posts, radio PSAs, still photos) in English and Spanish, with possibility of other languages.

Work to be completed by media contractor

\$25,000 for press releases and earned media support throughout the year from media contractor

\$25,000 for printed materials (posters, pamphlets, rack cards) for DOL, driving schools, Law Enforcement, etc. to distribute

TOTALS

\$1,050,000 for first year

\$775,000 per year for 2 additional years of three 2-week media campaigns with earned media support

- o channels being used (ex: social media, tv, radio, etc.)
- o timing of messages released (flight dates)
- o budget
- Develop media buy work order
- Review proposed media plan from contractor for approval
- Review/approve invoices from contractor
- Review media buy results

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	1,073,768	786,885	1,860,653	786,885	0
Total \$			1,073,768	786,885	1,860,653	786,885	0

III. B - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years	0.2	0.1	0.2	0.1	
A-Salaries and Wages	17,856	8,929	26,785	8,929	
B-Employee Benefits	5,912	2,956	8,868	2,956	
C-Professional Service Contracts	1,050,000	775,000	1,825,000	775,000	
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 \$	1,073,768	786,885	1,860,653	786,885	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*

Job Classification	Salary	FY 2024	FY 2025	2023-25	2025-27	2027-29
Communications Consultant 5		0.2	0.1	0.2	0.1	
Total FTEs		0.2	0.1	0.2	0.1	0.0

III. D - Expenditures By Program (optional)

NONE

Part IV: Capital Budget Impact

IV. A - Capital Budget Expenditures

NONE

IV. B - Expenditures by Object Or Purpose

NONE

IV. C - Capital Budget Breakout

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

NONE

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

NONE

No impact

Part V: New Rule Making Required

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

Individual State Agency Fiscal Note

Bill Number: 1582 HB	Title: Right turns	Agency: 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.

Legislative Contact: Mark Matteson	Phone: 360-786-7145	Date: 01/29/2023
Agency Preparation: Chad Johnson	Phone: 360-705-7547	Date: 01/30/2023
Agency Approval: Chad Johnson	Phone: 360-705-7547	Date: 01/30/2023
OFM Review: Tiffany West	Phone: (360) 890-2653	Date: 02/01/2023

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.

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

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 State Agency Fiscal Note

Bill Number: HB 1582	Title: Right Turns	Agency: 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

Dollars in Thousands

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

Agency Assumptions

N/A

Agency Contacts:

Preparer: Flint Jackson	Phone: 360-705-7392	Date: 1/26/2023
Approval: Amber Coulson	Phone: 360-742-7534	Date: 1/26/2023
Budget Manager: Chad Johnson	Phone: 360-259-3886	Date: 1/26/2023
Economic Analysis: N/A	Phone:	Date:

Individual State Agency Fiscal Note

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.

Section 1 of HB 1582 outlines when right turns are not allowable due to being within 1,000 feet of:

- Elementary Schools
- Child Care Centers
- Public Park or Playground
- Recreation center or facility
- Library
- Public Transit Center
- Hospital
- Senior Center
- Any facility with elevated level of pedestrian traffic

Section 1(2) requires the local jurisdictions or the Washington State Department of Transportation to erect signage at each affected intersection.

Section 2 directs the Washington Traffic Safety Commission to develop a public awareness campaign about the prohibited right turns and directs the Washington State Department of Transportation to help develop the public awareness campaign using any available resources.

Section 3 this act takes effect July 1, 2024.

II. B – Cash Receipts Impact

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.

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.

HB 1582 requires the department to post signage about prohibited right turns within 1,000 feet of the facilities listed in the bill. The department does not have the data to determine how many locations could be affected by the new right turn prohibition due to the extent of the facilities listed.

The most common scenarios for signage and costs are below:

- Installation on an existing pole or post, accessible from the ground (ladder): \$500
- Installation on an existing pole or post, requires a bucket truck: \$750
- Installation on a new ground post: \$1,000
- Installation required on overhead signal pole, requires new signal pole: \$10,000
- Installation required on overhead signal pole, requires new signal pole and foundation: \$50,000

These cost estimates reflect per roadway branch entering the intersection, rather than for a complete intersection.

Should the bill pass, WSDOT would start determining locations where the requirements apply. This effort would start with existing data available through platforms like GIS which can provide a significant number of locations with discrete public locations such as schools, libraries, and hospitals. Remaining locations would need to be determined through field

Individual State Agency Fiscal Note

verification, as the snapshot nature of online mapping, satellite imagery, and street level imagery may not reflect current conditions. Data collection should be able to be completed within a few months of direction to proceed.

Upon completion of data collection, WSDOT would then determine the appropriate method of sign installation for each applicable intersection branch. Once the method of installation is known, the means of performing the installation can be determined. The means of installation is dependent on the installation type:

- Installations that do not require the installation of a new signal pole, or signal pole and foundation, can be accomplished by WSDOT staff.
- Installations that require replacement of a signal pole, but not a new foundation, could potentially be performed by WSDOT staff, but is generally preferred to be done under a construction contract due to the resources needed to do so.
- Installations that require replacement of a signal pole and its foundation would need to be done under contract due to cost and staff resources available.

Work done by WSDOT staff could potentially be completed by the effective date of July 1, 2024, dependent on the number of locations. Work that requires a construction contract would not be able to be completed by that date due to the additional project development time required, material procurement times for signal poles, and limited contractor availability.

For illustrative purposes, bids for similar work to erect signs at a signalized intersection involving a contractor have been approximately \$200,000, which includes project development cost, construction management costs, traffic control, and electrical contractor.

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: 1582 HB	Title: Right turns
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Part I: Jurisdiction-Location, type or status of political subdivision defines range of fiscal impacts.

Legislation Impacts:

- Cities:** Approximately \$36,905 to provide training for local law enforcement officers on locations that would be affected by the new prohibition on right turns this bill would create; indeterminate one-time costs to identify affected intersections and post appropriate signage
- Counties:** Approximately \$11,200 to provide training for local law enforcement officers on locations that would be affected by the new prohibition on right turns this bill would create; indeterminate one-time costs to identify affected intersections and post appropriate signage
- Special Districts:**
- Specific jurisdictions only:**
- Variance occurs due to:**

Part II: Estimates

- No fiscal impacts.
- Expenditures represent one-time costs:** Approximately \$48,105 to provide training for local law enforcement officers on locations that would be affected by the new prohibition on right turns this bill would create; indeterminate one-time costs to identify affected intersections and post required signs
- Legislation provides local option:**
- Key variables cannot be estimated with certainty at this time:** Number of intersections that would require new signage as a result of the proposed legislation; local material and labor costs statewide that would impact total costs of posting required signage

Estimated revenue impacts to:

None

Estimated expenditure impacts to:

Jurisdiction	FY 2024	FY 2025	2023-25	2025-27	2027-29
City	36,905		36,905		
County	11,200		11,200		
TOTAL \$	48,105		48,105		
GRAND TOTAL \$					48,105

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

Part III: Preparation and Approval

Fiscal Note Analyst: James Vogl	Phone: 360-480-9429	Date: 02/02/2023
Leg. Committee Contact: Mark Matteson	Phone: 360-786-7145	Date: 01/29/2023
Agency Approval: Alice Zillah	Phone: 360-725-5035	Date: 02/02/2023
OFM Review: Tiffany West	Phone: (360) 890-2653	Date: 02/02/2023

Part IV: Analysis

A. SUMMARY OF BILL

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

Section 1 of the proposed legislation would add a new section to chapter 46.61 RCW. This section would prohibit right turns when facing red traffic signals at intersections within 1000 feet of certain facilities specified in the bill. These facilities could also include “any other facility with high levels of pedestrian traffic as determined by the appropriate local jurisdiction or the Department of Transportation.” In addition, this section would require that appropriate local jurisdictions post signage at affected intersections communicating the prohibition on right turns on red signals.

Section 3 states that the proposed legislation would take effect on July 1, 2024.

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.

The proposed legislation would have both determinate and indeterminate impacts on local government expenditures.

According to the Washington Association of Sheriffs and Police Chiefs (WASPC), all local law enforcement officers would need to go through training regarding the new prohibition and the locations that would be affected. WASPC estimates that approximately five minutes of training would be required per law enforcement officer. This training would require a one-time cost of \$36,905 for cities and \$11,200 for counties, for a total one-time cost to local governments of \$48,105.

The 2021 Crime in Washington Report conducted by WASPC states that there are 6,710 commissioned officers in police departments and 2,240 commissioned officers in sheriff’s departments, for a total of 8,950 commissioned law enforcement employees that would require training. The 2023 Local Government Fiscal Note Program Criminal Justice Cost Model estimates the average hourly salary (including benefits and overhead) for an officer employed by a city to be \$66, and the same figure for an officer employed by a county to be \$60. If every officer in Washington had to complete approximately five minutes of training, the cost to local governments would be:

Cities:

6,710 officers X (1/12) hours X \$66 = \$36,905

Counties:

2,240 officers X (1/12) hours X \$60 = \$11,200

Total:

\$36,905 + \$11,200 = \$48,105

Training materials and time required may differ among different departments, however.

Local jurisdictions would have to identify intersections that would require new signage as a result of the provisions of section 1 and would be required to post those signs. The amount of any additional staff time that would be required to identify affected locations would depend on the size of a jurisdiction and the resources available. Similarly, the number and cost of signs that local jurisdictions would be required to post would vary based on jurisdiction size and local costs for materials and labor.

Accordingly, the local government expenditure impact of the signage requirement of the proposed legislation is indeterminate.

The Local Government Fiscal Note Program included an estimate of \$200 to \$250 per sign in a fiscal note for a bill with

similar signage requirements. For an intersection with four directions of travel, this would equate to a total cost of \$800 to \$1000 per intersection.

The following is a case study of the potential city expenditure impact the proposed legislation could have, based on information from the city of Tacoma. As discussed above, costs in other jurisdictions would vary based on geographic size, number of intersections, available resources, and local costs for materials and labor.

The city indicates that the initial identification of qualifying intersections could be accomplished with existing staff and modest additional expense, however additional unbudgeted investigation would be required to assess existing pedestrian controls at affected intersections as well as the level of pedestrian use of those intersection crossings. This secondary review would ideally be accomplished with existing staff, but could require a contractor depending on compliance timelines.

Based on the results of this secondary review and depending on whether it would be allowed under future law, the city may opt to install “dynamic” no turn on red signs at some affected intersections that would only illuminate and display the prohibition if a pedestrian pushed the crossing button in the conflicting direction. Otherwise, the city would install “static” signs that would display the prohibition at all times.

The city estimates that procuring and installing a static sign using city forces would cost approximately \$300, while having to use contracted forces could double that cost. For an intersection with four directions of travel, this would equate to a total cost of \$1,200 to \$2,400 per intersection, depending on whether outside contracting would be required.

Dynamic signs would require a significantly higher cost, which the city estimates is about \$10,000 per sign. For an intersection with four directions of travel, this would equate to a total cost of \$40,000 per intersection.

The city has approximately 350 signal-controlled intersections, and while it is unknown how many may meet the criteria of the proposed legislation, if 90% of those intersections were affected, and 20% of affected intersections justified dynamic signs, the city estimates that the total costs to identify affected intersections and install required signage would total approximately \$3 million.

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.

The proposed legislation would have no impact on local government revenues.

SOURCES:

City of Tacoma

Crime in Washington Report, 2021

Local government fiscal note for HB 1595, 2023

Local government fiscal note for SB 5514, 2023

Local Government Fiscal Note Program Criminal Justice Cost Model, 2023

Washington Association of Sheriffs and Police Chiefs