

# Multiple Agency Fiscal Note Summary

<b>Bill Number:</b> 1674 HB	<b>Title:</b> Roadway users/trucks & SUVs
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## Estimated Cash Receipts

NONE

Agency Name	2023-25		2025-27		2027-29	
	GF- State	Total	GF- State	Total	GF- State	Total
Local Gov. Courts	Fiscal note not available					
Loc School dist-SPI						
Local Gov. Other	Fiscal note not available					
Local Gov. Total						

## Estimated Operating Expenditures

Agency Name	2023-25				2025-27				2027-29			
	FTEs	GF-State	NGF-Outlook	Total	FTEs	GF-State	NGF-Outlook	Total	FTEs	GF-State	NGF-Outlook	Total
Administrative Office of the Courts	Fiscal note not available											
Washington State Patrol	.0	0	0	63,093	.0	0	0	0	.0	0	0	0
Washington State Patrol	In addition to the estimate above, there are additional indeterminate costs and/or savings. Please see individual fiscal note.											
Traffic Safety Commission	Fiscal note not available											
Department of Licensing	3.0	0	0	1,148,000	3.0	0	0	1,060,000	3.0	0	0	1,060,000
<b>Total \$</b>	<b>3.0</b>	<b>0</b>	<b>0</b>	<b>1,211,093</b>	<b>3.0</b>	<b>0</b>	<b>0</b>	<b>1,060,000</b>	<b>3.0</b>	<b>0</b>	<b>0</b>	<b>1,060,000</b>

Agency Name	2023-25			2025-27			2027-29		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total
Local Gov. Courts	Fiscal note not available								
Loc School dist-SPI									
Local Gov. Other	Fiscal note not available								
Local Gov. Total									

## Estimated Capital Budget Expenditures

Agency Name	2023-25			2025-27			2027-29		
	FTEs	Bonds	Total	FTEs	Bonds	Total	FTEs	Bonds	Total
Administrative Office of the Courts	Fiscal note not available								
Washington State Patrol	.0	0	0	.0	0	0	.0	0	0
Traffic Safety Commission	Fiscal note not available								
Department of Licensing	.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	2023-25			2025-27			2027-29		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total
Local Gov. Courts	Fiscal note not available								
Loc School dist-SPI									
Local Gov. Other	Fiscal note not available								
Local Gov. Total									

## Estimated Capital Budget Breakout

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

<b>Bill Number:</b> 1674 HB	<b>Title:</b> Roadway users/trucks & SUVs	<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 2024	FY 2025	2023-25	2025-27	2027-29
<b>Account</b>					
State Patrol Highway Account-State 081-1	63,093	0	63,093	0	0
<b>Total \$</b>	63,093	0	63,093	0	0

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

### Estimated Capital Budget Impact:

NONE

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

Check applicable boxes and follow corresponding instructions:

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

Legislative Contact: Michael Hirsch	Phone: 360-786-7195	Date: 01/30/2023
Agency Preparation: Thomas Bohon	Phone: (360) 596-4044	Date: 02/01/2023
Agency Approval: Mario Buono	Phone: (360) 596-4046	Date: 02/01/2023
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.*

There is a fiscal impact to the Washington State Patrol (WSP).

Section 1 of the proposed legislation describes the intent of the act is to protect pedestrians and vulnerable roadway users from motor vehicles that pose an increased risk of danger, such as light trucks and midsize or large sport utility vehicles (SUVs).

Section 2 defines "midsize or large sport utility vehicle".

Sections 4 through 8 add an extra fine of \$100 to drivers of light trucks and midsize or large SUVs to certain traffic infractions.

Sections 10 through 12 add exemptions to additional fines for the extra \$100 fines on drivers of light trucks and midsize or large SUVs to certain traffic infractions.

Section 13 mandates Department of Licensing (DOL) to create, publish, and maintain a list of motor vehicles which fall under the definitions of light truck and midsize or large SUVs.

Section 14 mandates WSP to integrate DOL's list of motor vehicles which fall under the definitions of light truck and midsize or large SUVs into the collision and traffic citation reporting system.

Section 16 states the effective date as January 1, 2024.

### 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.*

The proposed legislation would require training to be developed and given to our commissioned officers and cadets, as well as policy updates regarding light trucks and midsize or large SUVs. We estimate that it would take 30 hours to research, develop, and review new training and policies. We also estimate that it would take five academy staff about 53 total hours to deliver the training to all commissioned officers, and cadets. Each person receiving the training would need an estimated half an hour to complete it. We are authorized 1,125 employees who would need the training, bringing the total number of hours needed to receive the training to 646 hours. The total estimated cost to research, develop, review, give, and receive the training required from this proposed legislation is \$61,919.

Section 14 of the proposed legislation requires the integration of a DOL list into our collision and traffic citation reporting system (SECTOR). The total cost for the labor required to integrate the data is estimated to be \$1,174. Before any changes to SECTOR can be made, we would need to route the changes through the Administrative Office of the Courts (AOC) Uniform Infraction and Citation Committee (UICC), as well as the Washington Traffic Safety Commission Electronic Traffic Information Processing (eTRIP) committee for approval. The costs associated with this approval process are

indeterminate.

We base our estimate for agency indirect costs on the approved federal indirect cost rate of 31.88 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 2024	FY 2025	2023-25	2025-27	2027-29
081-1	State Patrol Highway Account	State	63,093	0	63,093	0	0
<b>Total \$</b>			63,093	0	63,093	0	0

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

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

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years					
A-Salaries and Wages	35,699		35,699		
B-Employee Benefits	12,142		12,142		
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	15,252		15,252		
<b>Total \$</b>	63,093	0	63,093	0	0

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

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

NONE

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

NONE

**Part IV: Capital Budget Impact**

**IV. A - Capital Budget Expenditures**

NONE

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

NONE

**IV. C - Capital Budget Breakout**

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

NONE

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

NONE

**Part V: New Rule Making Required**

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

# Individual State Agency Fiscal Note

<b>Bill Number:</b> 1674 HB	<b>Title:</b> Roadway users/trucks & SUVs	<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 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years	3.0	3.0	3.0	3.0	3.0
<b>Account</b>					
Motor Vehicle Account-State 108 -1	618,000	530,000	1,148,000	1,060,000	1,060,000
<b>Total \$</b>	618,000	530,000	1,148,000	1,060,000	1,060,000

### 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: Michael Hirsch	Phone: 360-786-7195	Date: 01/30/2023
Agency Preparation: Don Arlow	Phone: (360) 902-3736	Date: 02/03/2023
Agency Approval: Gerrit Eades	Phone: (360)902-3863	Date: 02/03/2023
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 02/03/2023

## 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.

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.

See attached fiscal note

## Part III: Expenditure Detail

### III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2024	FY 2025	2023-25	2025-27	2027-29
108-1	Motor Vehicle Account	State	618,000	530,000	1,148,000	1,060,000	1,060,000
<b>Total \$</b>			618,000	530,000	1,148,000	1,060,000	1,060,000

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

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years	3.0	3.0	3.0	3.0	3.0
A-Salaries and Wages	275,000	275,000	550,000	550,000	550,000
B-Employee Benefits	91,000	91,000	182,000	182,000	182,000
C-Professional Service Contracts					
E-Goods and Other Services	252,000	164,000	416,000	328,000	328,000
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-					
<b>Total \$</b>	618,000	530,000	1,148,000	1,060,000	1,060,000

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

Job Classification	Salary	FY 2024	FY 2025	2023-25	2025-27	2027-29
Management Analyst 5	91,524	3.0	3.0	3.0	3.0	3.0
<b>Total FTEs</b>		3.0	3.0	3.0	3.0	3.0

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

NONE



## **Part IV: Capital Budget Impact**

### **IV. A - Capital Budget Expenditures**

NONE

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

NONE

### **IV. C - Capital Budget Breakout**

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

NONE

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

NONE

## **Part V: New Rule Making Required**

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

See attached fiscal note

# Individual State Agency Fiscal Note

Agency 240 – Department of Licensing

Bill Number: HB 1674

Bill Title: Roadway users/trucks & SUVs

**Part 1: Estimates**

No Fiscal Impact

**Estimated Cash Receipts:**

NONE

**Estimated Expenditures:**

	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
FTE Staff Years	3.0	3.0	3.0	3.0	3.0

Operating Expenditures	Fund	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
Motor Vehicle	108	618,000	530,000	1,148,000	1,060,000	1,060,000
<b>Account Totals</b>		<b>618,000</b>	<b>530,000</b>	<b>1,148,000</b>	<b>1,060,000</b>	<b>1,060,000</b>

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

Legislative Contact: Michael Hirsch	Phone: (360) 786-7195	Date: 1/30/2023
Agency Preparation: Don Arlow	Phone: (360) 902-3736	Date: 2/3/2023
Agency Approval: Gerrit Eades	Phone: (360) 902-3931	Date:

Request #	1
Bill #	1674 HB

## **Part 2 – Explanation**

This bill addresses protections for pedestrians and other vulnerable roadway users from dangers posed by certain pickup trucks and sport utility vehicles.

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

Section 2 is a new section added to Chapter 46.04 RCW that defines “midsize or large sport utility vehicle” as a motor vehicle with a scale weight of 4,000 pounds or more that is designated as a sport utility vehicle by the manufacturer.

Section 13 is a new section added to Chapter 46.01 RCW stating that the Department of Licensing (DOL) must maintain a record of motor vehicles registered under Chapter 46.16A RCW that meet the definitions of light truck (as defined in RCW 46.04.271) and midsize or large sport utility vehicle (as defined in Section 2):

- DOL may use any available information relevant to vehicle classification, including information sources or databases that provide vehicle model classification information to determine whether a motor vehicle meets the definitions in RCW 46.04.271 and in section 2 of this act.
- DOL must maintain and publish a list of motor vehicles by make and model and model year that meets the definition of light truck (as defined in RCW 46.04.271) and midsize or large sport utility vehicle (as defined in Section 2) as a tool to facilitate motor vehicle dealers meeting the requirements of RCW 46.70.180(18).
- DOL must include vehicle make, model, and model year in the list maintained and published under this subsection should there be a significant number of vehicles that meet the definitions of light truck or midsize or large sport utility vehicles. A dealer shall be out of compliance with RCW 46.70.180(18) if they do not disclose as required for a light truck, midsize or large sport utility vehicles, or the list maintained by DOL in this section.
- When an owner or owner’s authorized representative is applying for an original vehicle registration (under RCW 46.16A.040) or renewal (under RCW 46.16A.110) and the vehicle is categorized as a “light truck” or “midsize or large sport utility vehicles,” DOL shall provide written text about the risks and dangers imposed by said vehicles.

Section 14 is a new section added to Chapter 43.43 RCW to stipulate that the Washington State Patrol (WSP) must incorporate DOL’s classification of registered motor vehicles as light trucks (RCW 46.04.271), and of midsize or large sport utility vehicles into WSP’s collision and traffic citation reporting system.

Section 16 establishes an effective date of January 1, 2024.

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

This bill will not have an impact on cash receipts collected by the department. Section 4 adds \$100 fines to various traffic/moving violations committed driving a light truck (as defined in RCW 46.04.271) or midsize or large sport utility vehicle. These fines are collected by the court, not DOL.

## **2.C – Expenditures**

This bill will require resources to support the vehicle record requirements of section 13. A team within DOL’s Research and Analysis Office (RAO) currently supports data management efforts for electric vehicles (EVs). Four team members spend approximately one week every month supporting EVs, which is equivalent to one FTE. The truck and SUV population is several times bigger than the EV population.

This team will need 3 Management Analyst 5 (MA5) positions starting July 2023. These resources will develop a process like EVs. These staff will provide necessary research on data used for determining eligible vehicles, facilitate determinations when there are vehicles in question, provide a file that will override the default vendor values in DRIVES, update and publish a listing of eligible models, and provide needed reporting. Staff duties would include:

- Providing list of VINTelligence (an interface used to verify and decode vehicle information based on the vehicle identification number) classifications that satisfy the definition of SUV that will be used to extrapolate the "midsize or large sport utility vehicle".
- Developing a new process to access the National Motor Vehicle Title Information System (NMVTIS) flat file and amas a list of 'Midsize or large sport utility vehicles' and light trucks that would qualify.
- Conducting periodic reviews of VINTelligence findings versus National Highway Traffic Safety Administration (NHTSA) listings to ensure that DRIVES acts in sync with the published list.
- Entering known discrepancies into the Special Attributes Table when VINTelligence returns are not in-keeping with research findings.
- Publishing the year, make, and model of all qualifying vehicles.
- Providing text on printed materials for original registration and registration renewal transactions are completed for qualifying vehicles.

Section 13 also requires the department to provide notices to all relevant registered owners at original registration and registration renewal. This notice can be added as an insert to registration documents when mailed to owners. The insert is \$0.03 each, and approximately 2.256 million inserts are required per year for an annual cost of \$67,700.

	<b>Original Registration</b>	<b>Registration Renewal</b>	<b>Grand Total</b>
<b>Truck</b>	72,000	1,168,000	1,240,000
<b>SUV</b>	114,000	902,000	1,016,000
<b>Grand Total</b>	186,000	2,070,000	2,256,000

### **Information Services:**

The agency will use appropriated funds to hire contract programmers to accomplish this work or to support current staff implementing this legislation within the required timeline. Appropriated funds may also be used to hire agency temporary staff to support permanent staff assigned to this legislative effort.

Any change requires a process to ensure changes are correctly applied to the system. This involves Project Managers that manage the team that completes the update, business analyst that documents and reviews the system changes, architect services that analyzes how the update could have an effect on other systems or DOL processes, developers who create the change, and testers and quality assurance teams that ensure the update is working correctly.

Cost Category	Description	Rate	2024	2025	2026	2027	2028	2029	Total Cost
TESTER	Test to verify individual components meet requirements; ensure that other business transactions have not been impacted.	\$ 22,620	22,600	-	-	-	-	-	22,600
BUSINESS ANALYST	Determine business requirements; translate requirements into what changes are needed to various systems including account codes, inventory codes, testing considerations, etc.	\$ 16,530	5,000	-	-	-	-	-	5,000
PROJECT MANAGER	Manage schedule and contracts	\$ 28,710	5,700	-	-	-	-	-	5,700
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	3,300	-	-	-	-	-	3,300
CONTRACTED FAST DEVELOPER / TESTER	Updates to the DRIVES system will require additional vendor hours outside of the contracted maintenance to make system updates to implement this bill.	\$ 37,236	37,200	-	-	-	-	-	37,200
Trainer	Trains business partners and employees in new system processes and capabilities.	\$ 22,620	6,800	-	-	-	-	-	6,800
Project Contingency	Office of the Chief Information Officer designated rate of 10%	\$ 25,474	8,100	-	-	-	-	-	8,100
<b>Totals</b>			<b>88,700</b>	-	-	-	-	-	<b>88,700</b>

What DOL will implement:

Licensing - Compliance - Accounts - Cases

1. Modify VIN decoding to include Body Style \scale weight 4,000 pounds and over.
2. Modify Special Attributes Table to decode\show\list if vehicle is one that qualifies as defined in HB 1674.
3. Modify WSP\law enforcement inquiry to indicate if vehicle qualifies as defined in HB 1674.
4. New RCW 46.70.180(18) added as a violation type under investigation tables.

Letters - Renewal Notices - Receipts - Cashiering Receipts

5. Modify Renewal Notice to include the vehicle is categorized either "midsize or large sport utility vehicle" or "Light Truck" and subject to additional fines during traffic violations.
6. Modify email notice to include the vehicle is categorized either "midsize or large sport utility vehicle" or "Light Truck" and subject to additional fines during traffic violations.

**Support Services:**

Agency Administrative Overhead is included at a rate of 23.4 percent of the direct program costs. This funding received covers agency-wide functions such as vendor payments, contract administration, financial management, mail processing, equipment management, help desk support, and technical assistance to DOL employees.

### Part 3 – Expenditure Detail

#### 3.A – Operating Budget Expenditures

Operating Expenditures	Fund	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
Motor Vehicle	108	618,000	530,000	1,148,000	1,060,000	1,060,000
<b>Account Totals</b>		<b>618,000</b>	<b>530,000</b>	<b>1,148,000</b>	<b>1,060,000</b>	<b>1,060,000</b>

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

Object of Expenditure	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
FTE Staff Years	3.0	3.0	3.0	3.0	3.0
Salaries and Wages	275,000	275,000	550,000	550,000	550,000
Employee Benefits	91,000	91,000	182,000	182,000	182,000
Goods and Services	252,000	164,000	416,000	328,000	328,000
<b>Total By Object Type</b>	<b>618,000</b>	<b>530,000</b>	<b>1,148,000</b>	<b>1,060,000</b>	<b>1,060,000</b>

#### 3.C – FTE Detail

Staffing	Salary	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
Management Analyst 5	91,524	3.0	3.0	3.0	3.0	3.0
<b>Total FTE</b>		<b>3.0</b>	<b>3.0</b>	<b>3.0</b>	<b>3.0</b>	<b>3.0</b>

### Part 4 – Capital Budget Impact

None.

### Part 5 – New Rule Making Required

The department will evaluate rules under Title 308 WAC and amend as necessary. No additional resource requests are anticipated for this process.