

Multiple Agency Fiscal Note Summary

Bill Number: 1674 HB	Title: 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						
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	.1	0	0	473,770	.1	0	0	374,464	.1	0	0	375,198
Department of Licensing	3.0	0	0	1,148,000	3.0	0	0	1,060,000	3.0	0	0	1,060,000
Total \$	3.1	0	0	1,684,863	3.1	0	0	1,434,464	3.1	0	0	1,435,198

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			144,315						
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			144,315						

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	.0	0	0	.0	0	0	.0	0	0
Department of Licensing	.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	Fiscal note not available								
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: Kyle Siefering, OFM	Phone: (360) 995-3825	Date Published: Preliminary 2/ 6/2023
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Individual State Agency Fiscal Note

Bill Number: 1674 HB	Title: Roadway users/trucks & SUVs	Agency: 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
Account					
State Patrol Highway Account-State 081-1	63,093	0	63,093	0	0
Total \$	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
Total \$			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		
Total \$	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

Bill Number: 1674 HB	Title: Roadway users/trucks & SUVs	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	0.1	0.1	0.1	0.1	0.1
Account					
Vulnerable Roadway User Education Acct-State 23G-1	286,885	186,885	473,770	374,464	375,198
Total \$	286,885	186,885	473,770	374,464	375,198

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: Mark McKechnie	Phone: 3607259889	Date: 02/06/2023
Agency Approval: Mark McKechnie	Phone: 3607259889	Date: 02/06/2023
OFM Review: Tiffany West	Phone: (360) 890-2653	Date: 02/06/2023

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.

AN ACT Relating to improving protections for pedestrians and other vulnerable roadway users from dangers posed by certain pickup trucks and sport utility vehicles; amending RCW 46.70.180, 46.61.190, 46.61.235, 46.61.245, 46.61.400, 46.61.440, 46.61.145, 2.68.040, and 46.63.110; reenacting and amending RCW 3.62.090; adding a new section to chapter 46.04 RCW; adding a new section to chapter 46.01 RCW; adding a new section to chapter 43.43 RCW; adding a new section to chapter 43.59 RCW; creating a new section; prescribing penalties; and providing an effective date.

Section 15 directs WTSC to conduct periodic educational campaigns directed to drivers to increase awareness of the increased risks to pedestrians and other vulnerable roadway users from light trucks and from midsize and large sport utility vehicles and campaign shall include information on the increased fines that apply for certain infractions committed while driving these vehicles. There is not currently sufficient revenue in the Vulnerable Roadway User Education Account for the activities required. The Vulnerable Roadway User Education Account, (Fund 23G), was created in FY2020. Authority RCW 46.61.145. Through December 2022 \$17,315.64 has been deposited into this account. Based upon this history with the account, it is not possible for WTSC to estimate the impact of this bill on receipts or payments. Implementation would largely depend upon law enforcement officers to apply the additional fines to drivers as outlined in the bill. This has not occurred consistently for the current infraction types that contribute fines to this account.

Should the bill advance, WTSC will likely contact the sponsor for amendments to reconcile the education requirements with the funding needed to provide them.

In order to do targeted education to drivers of SUVs/trucks and those who are considering a purchase, WTSC would recommend using social/digital media. Projected costs as follows:

\$150,000 for three 2-week statewide social media campaigns (\$50k per flight), campaigns will be managed by media contractor

\$100,000 to develop and test PSA concepts with English and Spanish speaking audiences and produce :30 video PSAs (\$75,000) and supporting materials (posters, pamphlets, rack cards for DOL, driving schools, Law Enforcement, etc. to distribute) in English and Spanish, with possibility of other languages (\$25,000). Work to be completed by media contractor

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

TOTALS

\$275,000 for first year

\$175,000 per year for additional years of three 2-week social media campaigns with earned media support.

PSA & Media Campaign Planning Tasks:

PSA (approx. 4 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. 1 month prior to start of campaign)

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

- o social media channels being used
- 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

Bill summary:

Sec. 1 Findings

Sec. 2 New definition of midsize or large SUV

Sec. 3 Requires disclosures on risks associated with purchase of light truck or midsize/large SUV

Sec. 4 Increases penalty for driver of light truck or midsize/large SUV who fails to stop for pedestrians/bicyclists in marked or unmarked crosswalks, directs funds to vulnerable roadway user education account

Sec. 5 Increases penalty for driver of light truck or midsize/large SUV who fails to stop at a stop sign or signal, directs funds to vulnerable roadway user education account

Sec. 6 Increases penalty for driver of light truck or midsize/large SUV who fails to exercise due care to avoid colliding with a pedestrian on a roadway, directs funds to vulnerable roadway user education account

Sec. 7 Increases penalty for driver of light truck or midsize/large SUV who exceeds posted speed limit by more than 10 mph, directs funds to vulnerable roadway user education account

Sec. 8 Increases penalty for driver of light truck or midsize/large SUV who exceeds the posted speed limit by more than 10 mph in a school zone, directs funds to vulnerable roadway user education account

Sec. 9 Amends purpose of vulnerable roadway user account in RCW 46.61.145(6) to add: (b)(ii) Conduct the educational campaigns required under section 15 of this act

Sec. 10 Includes revenues from fines added above to the exemptions for the use of fines that would typically go into the judicial information system account

Sec. 13 Requirements to DOL to maintain list of registered vehicles classified as light trucks or medium/heavy SUVs and to provide information to owners registering these vehicles of risks related to collisions of the vehicle with vulnerable road users

Sec. 14 Directs WSP to incorporate DOL list in citation reporting system to facilitate determination of additional fines under this act.

Sec. 15 WTSC shall conduct periodic educational campaigns to increase awareness of the increased risks to pedestrians and other vulnerable roadway users from light trucks, as defined in RCW 46.04.271, and from midsize and large sport utility vehicles, as defined in section 2 of this act, with an emphasis on informing drivers of these vehicles of the nature of this increased risk. The educational campaign directed to drivers shall include information on the increased fines that apply for certain infractions committed while driving these vehicles.

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.

Indeterminate what the revenue impact to the Vulnerable Road User Account will be as a result of increased traffic fines under:

Sec. 4 Increases penalty for driver of light truck or midsize/large SUV who fails to stop for pedestrians/bicyclists in marked or unmarked crosswalks, directs funds to vulnerable roadway user education account

Sec. 5 Increases penalty for driver of light truck or midsize/large SUV who fails to stop at a stop sign or signal, directs funds to vulnerable roadway user education account

Sec. 6 Increases penalty for driver of light truck or midsize/large SUV who fails to exercise due care to avoid colliding with a pedestrian on a roadway, directs funds to vulnerable roadway user education account

Sec. 7 Increases penalty for driver of light truck or midsize/large SUV who exceeds posted speed limit by more than 10

mph, directs funds to vulnerable roadway user education account

Sec. 8 Increases penalty for driver of light truck or midsize/large SUV who exceeds the posted speed limit by more than 10 mph in a school zone, directs funds to vulnerable roadway user education account

The Vulnerable Roadway User Education Account, (Fund 23G), was created in FY2020. Authority RCW 46.61.145. Through December 2022 \$17,315.64 has been deposited into this account. Based upon this history with the account, it is not possible for WTSC to estimate the impact of this bill on receipts or payments. Implementation would largely depend upon law enforcement officers to apply the additional fines to drivers as outlined in the bill. This has not occurred consistently for the current infraction types that contribute fines to this account.

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.

.1 FTE needed to work with media companies to design campaign materials and to place media buys/placements. Salary and Benefits amounts include a 3% salary increase in the next two biennia.

Contracts for public education/media outreach to conduct periodic educational campaigns directed to drivers to increase awareness of the increased risks to pedestrians and other vulnerable roadway users from light trucks and from midsize and large sport utility vehicles and campaign shall include information on the increased fines that apply for certain infractions committed while driving these vehicles:

\$150,000 for three 2-week statewide social media campaigns (\$50k per flight), campaigns will be managed by media contractor

\$100,000 to develop and test PSA concepts with English and Spanish speaking audiences and produce :30 video PSAs (\$75,000) and supporting materials (posters, pamphlets, rack cards for DOL, driving schools, Law Enforcement, etc. to distribute) in English and Spanish, with possibility of other languages (\$25,000). Work to be completed by media contractor

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

TOTALS

\$275,000 for first year

\$175,000 per year for additional years of three 2-week social media campaigns with earned media support.

PSA & Media Campaign Planning Tasks:

PSA (approx. 4 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. 1 month prior to start of campaign)

- Meet with contractor to discuss media plan
 - o demographics to target
 - o social media channels being used
 - 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
23G-1	Vulnerable Roadway User Education Acct	State	286,885	186,885	473,770	374,464	375,198
Total \$			286,885	186,885	473,770	374,464	375,198

III. B - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years	0.1	0.1	0.1	0.1	0.1
A-Salaries and Wages	8,929	8,929	17,858	18,394	18,946
B-Employee Benefits	2,956	2,956	5,912	6,070	6,252
C-Professional Service Contracts	275,000	175,000	450,000	350,000	350,000
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 \$	286,885	186,885	473,770	374,464	375,198

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		0.1	0.1	0.1	0.1	0.1
Total FTEs		0.1	0.1	0.1	0.1	0.1

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: 1674 HB	Title: Roadway users/trucks & SUVs	Agency: 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
Account					
Motor Vehicle Account-State 108 -1	618,000	530,000	1,148,000	1,060,000	1,060,000
Total \$	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
Total \$			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-					
Total \$	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
Total FTEs		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
Account Totals		618,000	530,000	1,148,000	1,060,000	1,060,000

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

Check applicable boxes and follow corresponding instructions.

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

Legislative Contact: 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.

	Original Registration	Registration Renewal	Grand Total
Truck	72,000	1,168,000	1,240,000
SUV	114,000	902,000	1,016,000
Grand Total	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
Totals			88,700	-	-	-	-	-	88,700

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
Account Totals		618,000	530,000	1,148,000	1,060,000	1,060,000

3.B – Expenditures by Object or Purpose

Object of Expenditure	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
FTE Staff Years	3.0	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
Total By Object Type	618,000	530,000	1,148,000	1,060,000	1,060,000

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
Total FTE		3.0	3.0	3.0	3.0	3.0

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.

LOCAL GOVERNMENT FISCAL NOTE

Department of Commerce

Bill Number: 1674 HB	Title: Roadway users/trucks & SUVs
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Part I: Jurisdiction-Location, type or status of political subdivision defines range of fiscal impacts.

Legislation Impacts:

- Cities:** Approximately \$110,715 to provide training to law enforcement officers on modified traffic infraction fines; indeterminate additional expenditures for certain law enforcement agencies to update ticketing systems
- Counties:** Approximately \$33,600 to provide training to law enforcement officers on modified traffic infraction fines; indeterminate additional expenditures for certain law enforcement agencies to update ticketing systems
- Special Districts:**
- Specific jurisdictions only:**
- Variance occurs due to:**

Part II: Estimates

- No fiscal impacts.
- Expenditures represent one-time costs:** Approximately \$144,315 to provide training to local law enforcement officers on modified traffic infraction fines
- Legislation provides local option:
- Key variables cannot be estimated with certainty at this time:** Number of local law enforcement agencies that would need to update their ticketing systems as a result of the proposed legislation; cost or time required for law enforcement agencies to update ticketing systems

Estimated revenue impacts to:

None

Estimated expenditure impacts to:

Jurisdiction	FY 2024	FY 2025	2023-25	2025-27	2027-29
City	110,715		110,715		
County	33,600		33,600		
TOTAL \$	144,315		144,315		
GRAND TOTAL \$					144,315

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: 02/06/2023
Leg. Committee Contact: Michael Hirsch	Phone: 360-786-7195	Date: 01/30/2023
Agency Approval: Alice Zillah	Phone: 360-725-5035	Date: 02/06/2023
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 02/06/2023

Part IV: Analysis

A. SUMMARY OF BILL

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

Section 2 would add a new section to chapter 46.04 RCW, defining a 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.”

Sections 4 through 8 would amend RCW sections 46.61.190, 46.61.235, 46.61.245, 46.61.400 and RCW 46.61.440, respectively. The amendments to these sections would specify that an additional fine of \$100 shall apply “when the driver's vehicle is a light truck, as defined in RCW 46.04.271, or a midsize or large sport utility vehicle, as defined in section 2 of this act.”

This additional fine would be “not subject to the additional fees and assessments that the base penalty for this violation is subject to under RCW 2.68.040, 3.62.090, and 46.63.110.” All revenue collected from this additional fine would be required to be deposited into the vulnerable roadway user education account, to be spent by the Washington Traffic Safety Commission only after appropriation.

Sections 10 through 12 would amend RCW sections 2.68.040, 3.62.090 and 46.63.110, respectively, exempting the additional fines sections 4 through 8 would require from certain additional fees and assessments.

Section 14 would add a new section to chapter 43.43 RCW, requiring the Washington State Patrol to “incorporate the Department of Licensing's classification of registered motor vehicles as light trucks, as defined in RCW 46.04.271, and of midsize or large sport utility vehicles, as defined in section 2 of this act, into the state patrol's collision and traffic citation reporting system.”

Section 16 specifies that the proposed legislation would take effect on January 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 modifications this bill would make to existing criminal offenses and the new offense this bill would create. WASPC estimates that approximately 15 minutes of training would be required per law enforcement officer. This training would require a one-time cost of \$110,715 for cities and \$33,600 for counties, for a total one-time cost to local governments of \$144,315.

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 15 minutes of training, the cost to local governments would be:

Cities:

6,710 officers X 0.25 hours X \$66 = \$110,715

Counties:

2,240 officers X 0.25 hours X \$60 = \$33,600

Total:
 $\$110,715 + \$33,600 = \$144,315$

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

According to WASPC, some local law enforcement agencies may also incur additional costs as a result of having to update their traffic infraction citation systems to reflect the additional \$100 fine the proposed legislation would create for certain infractions involving light trucks, or midsized or large sport utility vehicles.

Many Washington law enforcement agencies use the Washington State Patrol's (WSP) Statewide Electronic Collision and Ticket Online Record (SECTOR) system, which WSP would be required to update by section 14 of the proposed legislation. According to WSP, 244 Washington law enforcement agencies use SECTOR, including WSP. It is unknown how many of the remaining 243 agencies are local agencies, and accordingly, how many agencies use different ticketing systems that would need to be updated to reflect an additional \$100 fine. It is also unknown what the cost or time required to update those systems might be.

Given the above unknowns, the additional expenditures local law enforcement agencies might incur as a result of having to update their ticketing systems to reflect an additional \$100 fine for certain traffic infractions are indeterminate.

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:

Local Government Fiscal Note Program Criminal Justice Cost Model, 2023

Washington Association of Sheriffs and Police Chiefs

Washington State Patrol