

# Multiple Agency Fiscal Note Summary

<b>Bill Number:</b> 1631 HB	<b>Title:</b> Illegal racing
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## Estimated Cash Receipts

Agency Name	2023-25			2025-27			2027-29		
	GF-State	NGF-Outlook	Total	GF-State	NGF-Outlook	Total	GF-State	NGF-Outlook	Total
Department of Licensing	Non-zero but indeterminate cost and/or savings. Please see discussion.								
<b>Total \$</b>	0	0	0	0	0	0	0	0	0

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											
Caseload Forecast Council	.0	0	0	0	.0	0	0	0	.0	0	0	0
Washington State Patrol	.0	981	981	32,380	.0	0	0	0	.0	0	0	0
Department of Licensing	.0	0	0	23,000	.0	0	0	0	.0	0	0	0
<b>Total \$</b>	0.0	981	981	55,380	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	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								
Caseload Forecast Council	.0	0	0	.0	0	0	.0	0	0
Washington State Patrol	.0	0	0	.0	0	0	.0	0	0
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 2/15/2023
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# Individual State Agency Fiscal Note

<b>Bill Number:</b> 1631 HB	<b>Title:</b> Illegal racing	<b>Agency:</b> 101-Caseload Forecast Council
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## Part I: Estimates

**No Fiscal Impact**

**Estimated Cash Receipts to:**

NONE

**Estimated Operating Expenditures from:**

NONE

**Estimated Capital Budget Impact:**

NONE

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

Check applicable boxes and follow corresponding instructions:

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

Legislative Contact:	Phone:	Date: 02/15/2023
Agency Preparation: Clela Steelhammer	Phone: 360-664-9381	Date: 02/15/2023
Agency Approval: Clela Steelhammer	Phone: 360-664-9381	Date: 02/15/2023
OFM Review: Cynthia Hollimon	Phone: (360) 810-1979	Date: 02/15/2023

## 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.

### 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.*

See attached.

## Part III: Expenditure Detail

### III. A - Operating Budget Expenditures

NONE

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

NONE

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

NONE

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

NONE

## Part IV: Capital Budget Impact

### IV. A - Capital Budget Expenditures

NONE

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

NONE

### IV. C - Capital Budget Breakout

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

NONE

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

NONE

**Part V: New Rule Making Required**

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

# **HB 1631**

## **ILLEGAL RACING**

### **101 – Caseload Forecast Council**

### **February 15, 2023**

#### **SUMMARY**

##### **A brief description of what the measure does that has fiscal impact.**

- Section 1 Adds a new section to chapter 46.04 RCW by establishing a definition for “Off-street Facility.”
- Section 2 Adds a new section to chapter 46.04 RCW by establishing a definition for “Drifting.”
- Section 3 Adds a new section to chapter 46.04 RCW stating law enforcement agencies are encouraged to undertake a public education campaign to inform the public of the unlawful nature of illegal racing, subject to appropriations.
- Section 4 Amends RCW 46.61.530 by expanding the definition of illegal motor vehicle racing which is punishable as Reckless Driving.
- Section 4 Additionally requires any person who knowingly aids and abets may be charged and prosecuted as an accomplice under RCW 46.64.048.
- Section 9 States the act takes effect January 1, 2024.

#### **EXPENDITURES**

##### **Assumptions.**

None.

##### **Impact on the Caseload Forecast Council.**

None.

##### **Impact Summary**

This bill:

- Expands an existing gross misdemeanor offense.

##### **Impact on prison and jail beds.**

This bill expands the definition of a gross misdemeanor offense, Reckless Driving. The Caseload Forecast Council does not collect data on misdemeanor and gross misdemeanor offenses, and, therefore, cannot reliably estimate bed impacts resulting from the bill.

However, as a gross misdemeanor offense is punishable by a term of confinement of 0-364 days in jail, any impact should manifest itself as an increased need for jail beds only.

##### **Impact on local detention and Juvenile Rehabilitation beds.**

The expansion of a gross misdemeanor offense, ranked as Category D on the juvenile grid, is punishable by Local Sanctions (0-30 days in local juvenile detention) for juveniles adjudicated for the offense. Therefore, any increased incidences of this offense would likely impact only local juvenile detention beds.

# Individual State Agency Fiscal Note

<b>Bill Number:</b> 1631 HB	<b>Title:</b> Illegal racing	<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>					
General Fund-State 001-1	981	0	981	0	0
State Patrol Highway Account-Federal 081-2	31,399	0	31,399	0	0
<b>Total \$</b>	32,380	0	32,380	0	0

### Estimated Capital Budget Impact:

NONE

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

Check applicable boxes and follow corresponding instructions:

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

Legislative Contact:	Phone:	Date: 02/15/2023
Agency Preparation: Thomas Bohon	Phone: (360) 596-4044	Date: 02/15/2023
Agency Approval: Mario Buono	Phone: (360) 596-4046	Date: 02/15/2023
OFM Review: Tiffany West	Phone: (360) 890-2653	Date: 02/15/2023

## 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 3 states subject to funds appropriated, law enforcement agencies (LEAs) are encouraged to undertake a public education campaign to inform the public of the unlawful nature of illegal racing, the dangers of illegal racing events, and the penalties of participating in said events.

Subsection 4(1) makes racing motor vehicles on public highways unlawful and clarifies the willful demonstration, exhibition, or comparison of speed maneuverability, or power of one or more vehicles constitutes reckless driving.

Subsection 4(2) states any person who knowingly aids and abets racing may be charged and prosecuted as an accomplice.

Section 5 adds impoundment, seizure, and forfeiture provisions for vehicles used to commit the crime of racing.

Subsection 6(2)(l) allows for a police officer to take custody of a vehicle at their discretion and provide for its prompt removal to a place of safety when the driver is arrested for illegal racing conduct.

Subsection 7(2) states a vehicle that is impounded under RCW 46.55.113(2)(1), with the driver being the registered owner and arrested for racing, may not be redeemed for a period of 72 hours. A registered or legal owner who is not the driver may redeem the impounded vehicle after it arrives at the registered tow truck operator's storage facility. The police officer directing the impound must notify the driver of the holding period.

Subsection 7(3)(f) requires the registered tow truck operator to notify the agency that ordered the impoundment of a vehicle, so any mandatory hold period can be tracked based on the time entered in the registered tow truck operator's log.

Section 9 provides an effective date of 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.*

### 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 illegal racing. 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 57 total hours to deliver the training to all commissioned officers, and cadets. Each person receiving the training would need an estimated 0.25 hours to complete it. We are authorized 1,125 employees who would need the training, bringing the total amount of hours needed to receive the training to 338 hours. The total estimated cost to research, develop, review, give, and receive the training required from this proposed legislation is \$32,380.

Section 7 adds an additional hold to vehicles impounded under certain circumstances. There is a small training factor for our communications officers as well as a small workload impact to create a data field in our computer aided dispatch (CAD) system. Since we already have procedures in place for existing vehicle holds, we expect the impact to be minimal enough to

fall under normal duties of our employees.

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.

The funding allocation for this estimate is based on the results of the Joint Legislative Audit and Review Committee cost allocation model approved by both the Transportation and the Omnibus Budget Committees in the 2022 Supplemental Budget. The model analyzes costs and relevant activities (hours, transactions, type of enforcement, etc.) of Washington State Patrol (WSP) organizations funded by two or more sources to ensure a consistent and fair use of state resources.

### Part III: Expenditure Detail

#### III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2024	FY 2025	2023-25	2025-27	2027-29
001-1	General Fund	State	981	0	981	0	0
081-2	State Patrol Highway Account	Federal	31,399	0	31,399	0	0
<b>Total \$</b>			32,380	0	32,380	0	0

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

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years					
A-Salaries and Wages	18,318		18,318		
B-Employee Benefits	6,235		6,235		
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	7,827		7,827		
<b>Total \$</b>	32,380	0	32,380	0	0

**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> 1631 HB	<b>Title:</b> Illegal racing	<b>Agency:</b> 240-Department of Licensing
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## Part I: Estimates

No Fiscal Impact

### Estimated Cash Receipts to:

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

### Estimated Operating Expenditures from:

		FY 2024	FY 2025	2023-25	2025-27	2027-29
<b>Account</b>						
Highway Safety Account-State 106		23,000	0	23,000	0	0
-1						
<b>Total \$</b>		23,000	0	23,000	0	0

### Estimated Capital Budget Impact:

NONE

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

Legislative Contact:	Phone:	Date: 02/15/2023
Agency Preparation: Don Arlow	Phone: (360) 902-3736	Date: 02/15/2023
Agency Approval: Gerrit Eades	Phone: (360)902-3863	Date: 02/15/2023
OFM Review: Kyle Sieferting	Phone: (360) 995-3825	Date: 02/15/2023

## 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 the 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.

Please see attached fiscal note.

### 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

Account	Account Title	Type	FY 2024	FY 2025	2023-25	2025-27	2027-29
106-1	Highway Safety Account	State	23,000	0	23,000	0	0
<b>Total \$</b>			23,000	0	23,000	0	0

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

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years					
A-Salaries and Wages					
B-Employee Benefits					
C-Professional Service Contracts					
E-Goods and Other Services	23,000		23,000		
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>	23,000	0	23,000	0	0

**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

Agency 240 – Department of Licensing

Bill Number: HB 1631

Bill Title: Illegal racing

**Part 1: Estimates**

**No Fiscal Impact**

**Estimated Cash Receipts:**

INDETERMINATE; PLEASE SEE NARRATIVE

**Estimated Expenditures:**

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

Operating Expenditures	Fund	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
Highway Safety	106	23,000	-	23,000	-	-
<b>Account Totals</b>		<b>23,000</b>	-	<b>23,000</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: Steven Puvogel	Phone: (360) 786-7285	Date: 2/15/2023
Agency Preparation: Don Arlow	Phone: (360) 902-3736	Date: 2/15/2023
Agency Approval: Gerrit Eades	Phone: (360) 902-3931	Date:

Request #	1
Bill #	1631 HB

## **Part 2 – Explanation**

The bill amends statute to expand the crime of racing. The bill provides definitions and establishes procedures for the impoundment, redemption, and forfeiture of vehicles used in the crime of racing.

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

Section 1 adds a new section to Chapter 46.04 RCW to define "Off-street facility" as a location typically held open for use by the public for parking vehicles, ingress and egress, or used for commercial purposes.

Section 2 adds a new section to Chapter 46.04 RCW to define "Drifting" as a driver intentionally oversteers a vehicle, causing loss of traction, while maneuvering a vehicle in a turning direction.

Section 4 amends RCW 46.61.530 to make it unlawful to race upon any highway as defined in RCW 46.04.197, or upon any off-street facility as defined in section 1 of this act. This section also makes a person "drifting" guilty of racing, which constitutes reckless driving under RCW 46.61.500.

Section 5 adds a new section to Chapter 46.61 RCW to make a vehicle used to commit the crime of racing subject to impoundment as provided for in chapter 46.55 RCW.

Section 6 amends RCW 46.55.113 to allow a police officer to take custody of a vehicle whenever the driver of a vehicle is arrested for illegal racing conduct in violation of RCW 46.61.500 or 46.61.530 or a comparable municipal ordinance.

Section 7 amends RCW 46.55.360 to include that a vehicle must be impounded and retained under the process outlined in this section when a driver or vehicle is arrested for illegal racing conduct under RCW 38 46.61.500 or 46.61.530 or a comparable municipal ordinance. This section also:

- Adds that when a vehicle is impounded under RCW 46.55.113(2)(I), the driver is arrested for racing, and the driver is a registered owner of the vehicle, the impounded vehicle may not be redeemed for a period of 72 hours from the time the impounded vehicle arrives at the registered tow truck operator's storage facility as noted in the registered tow truck operator's master log, unless there are two or more registered owners of the vehicle or there is a legal owner of the vehicle that is not the driver of the vehicle.
- Adds that when a vehicle is impounded under RCW 46.55.113(2)(I) and the arrested driver is not a registered owner of the vehicle, the impounded vehicle may be redeemed by a registered owner or legal owner, who is not the driver of the vehicle, after the impounded vehicle arrives at the registered tow truck operator's storage facility as noted in the registered tow truck operator's master log.
- Adds that the registered tow truck operator must notify the agency that ordered that the vehicle be impounded when the vehicle arrives at the registered tow truck operator's storage facility and has been entered into the master log starting any mandatory hold period provided for in this section.

Section 9 establishes an effective date of January 1, 2024.

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

Persons convicted under the provisions of this bill will be subject to driver’s license suspension. To restore the driving privilege a person would have to pay the \$75 reissue fee, collected by the department. It is not known how many persons might have their driver’s license suspended and then pay the reissue fee, therefore cash receipts impacts are indeterminate but not expected to be significant.

## **2.C – Expenditures**

Persons convicted of the crime of racing are subject to a driver’s license suspension. The suspension is then subject to an administrative review by department Paralegal 2 staff. One Paralegal 2 position can manage about 1,400 administrative reviews per year. The department does not expect that level of activity under the bill but will monitor conviction data and may request additional resources in a future budget cycle if necessary. No operational resources are requested at this time.

### **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	4,500	-	-	-	-	-	4,500
BUSINESS ANALYST	Determine business requirements; translate requirements into what changes are needed to various systems including account codes, inventory codes, testing considerations, etc.	\$ 16,530	1,700	-	-	-	-	-	1,700
PROJECT MANAGER	Manage schedule and contracts	\$ 28,710	2,900	-	-	-	-	-	2,900
SECURITY AND ARCHITECT SERVICES	Create the conceptual model that defines the structure, behavior and framework of a computerized system including a breakdown of the system into components, the component interactions and interfaces (including with the environment, especially the user), and the technologies and resources to be used in the design.	\$ 16,530	1,700	-	-	-	-	-	1,700
CONTRACTED FAST DEVELOPER / TESTER	Updates to the DRIVES system will require additional vendor hours outside of the contracted maintenance to make system updates to implement this bill.	\$ 37,236	7,400	-	-	-	-	-	7,400
Trainer	Trains business partners and employees in new system processes and capabilities.	\$ 22,620	2,300	-	-	-	-	-	2,300
Project Contingency	Office of the Chief Information Officer designated rate of 10%	\$ 25,474	2,100	-	-	-	-	-	2,100
<b>Totals</b>			<b>22,600</b>	-	-	-	-	-	<b>22,600</b>

What DOL will implement:

1. Modify law tables to add new sections.
2. Modify letter.

**Part 3 – Expenditure Detail**

**3.A – Operating Budget Expenditures**

<b>Operating Expenditures</b>	<b>Fund</b>	<b>FY 24</b>	<b>FY 25</b>	<b>23-25 Total</b>	<b>25-27 Total</b>	<b>27-29 Total</b>
Highway Safety	106	23,000	-	23,000	-	-
<b>Account Totals</b>		<b>23,000</b>	<b>-</b>	<b>23,000</b>	<b>-</b>	<b>-</b>

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

<b>Object of Expenditure</b>	<b>FY 24</b>	<b>FY 25</b>	<b>23-25 Total</b>	<b>25-27 Total</b>	<b>27-29 Total</b>
Goods and Services	23,000	-	23,000	-	-
<b>Total By Object Type</b>	<b>23,000</b>	<b>-</b>	<b>23,000</b>	<b>-</b>	<b>-</b>

**3.C – FTE Detail**

None.

**Part 4 – Capital Budget Impact**

None.

**Part 5 – New Rule Making Required**

None.