

Multiple Agency Fiscal Note Summary

Bill Number: 5959 SB	Title: Traffic safety cameras
-----------------------------	--------------------------------------

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.								
Total \$	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							
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
Washington State Patrol	.0	0	0	0	.0	0	0	0	.0	0	0	0
Traffic Safety Commission	.0	0	0	0	.0	0	0	0	.0	0	0	0
Department of Licensing	Non-zero but indeterminate cost and/or savings. Please see discussion.											
Department of Social and Health Services	.0	0	0	0	.0	0	0	0	.0	0	0	0
Department of Transportation	.0	0	0	0	.0	0	0	0	.0	0	0	0
Total \$	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0

Agency Name	2023-25			2025-27			2027-29		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total
Local Gov. Courts									
Loc School dist-SPI									
Local Gov. Other	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
Washington State Patrol	.0	0	0	.0	0	0	.0	0	0
Traffic Safety Commission	.0	0	0	.0	0	0	.0	0	0
Department of Licensing	.0	0	0	.0	0	0	.0	0	0
Department of Social and Health Services	.0	0	0	.0	0	0	.0	0	0
Department of Transportation	.0	0	0	.0	0	0	.0	0	0
Total \$	0.0	0	0	0.0	0	0	0.0	0	0

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

Estimated Capital Budget Breakout

Prepared by: Tiffany West, OFM	Phone: (360) 890-2653	Date Published: Preliminary 1/16/2024
---------------------------------------	---------------------------------	---

Individual State Agency Fiscal Note

Bill Number: 5959 SB	Title: Traffic safety cameras	Agency: 225-Washington State Patrol
-----------------------------	--------------------------------------	--

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: Brandon Popovac	Phone: 360-786-7465	Date: 01/08/2024
Agency Preparation: Shawn Eckhart	Phone: 360-596-4083	Date: 01/11/2024
Agency Approval: Mario Buono	Phone: (360) 596-4046	Date: 01/11/2024
OFM Review: Tiffany West	Phone: (360) 890-2653	Date: 01/15/2024

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 no fiscal impact to the Washington State Patrol from this legislation.

This legislation addresses cities' and counties' use of automatic traffic safety cameras to enforce traffic safety ordinances, notably stoplight violations, rail crossing violations, speed violations, stopping when traffic obstructed violations, stopping at intersection or crosswalk violations, public transportation only lane violations, and stopping or traveling in restricted lane violations.

Per Subsection 2(1), this legislation does not prohibit a law enforcement officer from issuing a notice of traffic infraction to a person in control of a vehicle at the time a traffic violation occurs under RCW 46.63.030(1)(a), (b), or (c).

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.

There are no cash receipts to the WSP from this legislation.

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.

This legislation has no impact on the volume of current WSP workload, nor on how we conduct enforcement actions.

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.

Individual State Agency Fiscal Note

Bill Number: 5959 SB	Title: Traffic safety cameras	Agency: 228-Traffic Safety Commission
-----------------------------	--------------------------------------	--

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: Brandon Popovac	Phone: 360-786-7465	Date: 01/08/2024
Agency Preparation: Mark McKechnie	Phone: 3607259889	Date: 01/11/2024
Agency Approval: Mark McKechnie	Phone: 3607259889	Date: 01/11/2024
OFM Review: Tiffany West	Phone: (360) 890-2653	Date: 01/16/2024

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 automated traffic safety cameras; amending RCW 46.16A.120, 46.63.030, 46.63.075, and 46.68.480; adding new sections to chapter 46.63 RCW; and repealing RCW 46.63.170

This bill would eliminate new revenues from traffic camera fines currently directed to the Cooper Jones Active Transportation Safety Account, under RCW 46.68.480 (Section 10 below). The full revenue impact would depend upon additional decisions by the legislature on how to handle funds that are currently in the account.

The available balance for Fund 106 as of 1/1/24 is \$1,731,773

Appropriations for the current biennium include \$400,000 for local safety grants and \$236,000 for a lighting study contract. We would request that funds for the current biennium be maintained.

The Legislature has typically appropriated \$400,000 per biennium for pedestrian and bicycle safety grants. If no additional revenues are received, and the Legislature continues to authorize expenditures at this level, the funds currently in the account would be exhausted during the 2029-2031 biennium, with approximately \$295,773 available.

There are no other fiscal impacts anticipated from the bill, summarized below. The proposal does not require WTSC to add staff or incur other expenses.

Summary of SB 5959

Many of the provisions in the bill are taken from current law, but they have been re-organized for clarity. New or modified provisions are noted as such.

Section 1: Adds new section to chapter 46.63 RCW. Definitions of:

1. Automated traffic safety camera
2. Freeway-limited access highway
3. Hospital speed zone
4. Public park speed zone
5. Public transportation vehicle
6. School speed zone
7. School walk zone (expanded definition from current law)

Section 2:

1. Use of automated cameras does not preclude law enforcement officers from issuing traffic citations
2. Use of traffic safety cameras (TSC) may be authorized by city or county ordinance
3. (Modification from current law) Requires local legislative authority to prepare analysis of proposed camera locations, including equity analysis
4. Prohibits use of TSC on interstate on-ramps
5. (New) Cities may use TSC on state routes that function as city streets
6. Requires local ordinance to contain the restrictions and provisions for signage and public notice in this section with provisions for programs established prior to July 2005. Requires cities and counties to post an annual report on the number of crashes at camera locations, as well as the citations issued, and the revenues, costs, and expenditures related to traffic camera citation fines.
7. Requires locations of TSC to be clearly marked at least 30 days prior to activation. Signs placed after June 2012 must follow MUTCD guidelines
8. TSCs may only record images of the vehicle and license plate and may not reveal the face of the driver or passengers. Cities and counties must also consider placement that minimizes the impact of camera flashes on drivers
9. Requires mailing the notice of infraction to the registered owner of the vehicle within 13 days of the violation with

provisions for events where the vehicle was rented. Outlines the requirements of the notice. Specifies that the citation recipient may respond via mail.

10. Presumption that registered owner of the vehicle is responsible for the infraction that is the subject of the notice unless owner overcomes the presumption in 46.63.075, or meets requirements related to rental car business
11. Recorded images are for exclusive use by authorized employees in their duties under this section
12. Payments to TSC vendors may not be based upon a portion of the fines/penalties generated by the equipment
13. (New) Permits local government to use revenues from TSC fines in excess of costs for traffic safety purposes (ends the requirement that a portion of proceeds for some camera types be forwarded to the state Cooper Jones Account)
14. (New) Allows county or city to reduce fines from TSC for low income individuals
15. Infractions detected through TSC are not part of the vehicle owner's driving record; must be processed in same manner as parking infractions and amount may not exceed amount of parking infractions in the jurisdiction
16. Notice requirements when vehicle owner is a rental car business and requirements for business response to the notice
17. Bars transit authority from taking disciplinary action against driver who receives infraction under this section

Section 3: Subject to section 2, TSC may be used to detect stoplight violations at locations described.

Section 4: Subject to section 2, TSC may be used at rail crossings to detect vehicles that fail to stop for a signal

Section 5: Speed cameras

1. TSC may be used to detect speed violations subject to Sec. 2
2. TSC may be used to detect speed violations in hospital, park, school, school walk zones and (NEW) state highways that function as city streets
3. (Modified to include counties) One TSC may be used per 10,000 population by the local legislative authority in locations that experience higher crash risks due to excessive speeds.

Section 6: Cities with 90,000 or higher population may use TSC to detect violations related to travelling or stopping in transit lanes or restricted lanes or blocking intersections or crosswalks.

Section 7: Updates references in 46.16A.120 to reflect sections 2 through 6 above

Section 8: Allows noncommissioned officers and public employees designated by a city or county to review infractions detected by TSC and issue notices of infraction.

Section 9: Updates references in 46.63.075 to Sections 2 through 6 above

Section 10: (NEW) Amends Cooper Jones active transportation safety account. No longer receives funds from designated traffic safety camera fines from local jurisdictions under 46.63.170. Legislature may designate funds to the account.

Section 11: (NEW) Existing TSC statute, 46.63.170 is repealed

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 impact.

This bill would eliminate new revenues from traffic camera fines currently directed to the Cooper Jones Active Transportation Safety Account, under RCW 46.68.480 (Section 10 below). The full revenue impact would depend upon additional decisions by the legislature on how to handle funds that are currently in the account.

The available balance for Fund 106 as of 1/1/24 is \$1,731,773

Appropriations for the current biennium include \$400,000 for local safety grants and \$236,000 for a lighting study contract.

We would request that funds for the current biennium be maintained.

The Legislature has typically appropriated \$400,000 per biennium for pedestrian and bicycle safety grants. If no additional revenues are received, and the Legislature continues to authorize expenditures at this level, the funds currently in the account would be exhausted during the 2029-2031 biennium, with approximately \$295,773 available.

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.

No impact, assuming that the funds appropriated by the Legislature from the account for the current biennium are not changed as a result of the bill passage. We assume this would require a separate action by the Legislature, in addition to the passage of this bill.

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

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: 5959 SB	Title: Traffic safety cameras	Agency: 240-Department of Licensing
-----------------------------	--------------------------------------	--

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:

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

Estimated Capital Budget Impact:

NONE

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

Check applicable boxes and follow corresponding instructions:

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

Legislative Contact: Brandon Popovac	Phone: 360-786-7465	Date: 01/08/2024
Agency Preparation: Don Arlow	Phone: (360) 902-3736	Date: 01/12/2024
Agency Approval: Collin Ashley	Phone: (564) 669-9190	Date: 01/12/2024
OFM Review: Kyle Sieferting	Phone: (360) 995-3825	Date: 01/12/2024

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.

This bill changes provisions related to automated traffic enforcement requirements. The bill authorizes cities and counties to use automated traffic safety cameras and clarifies provisions that apply to cities and counties, including how they may be used, analysis that must include equity implications, providing notices, and clarity around fines and revenue.

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

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

III. B - Expenditures by Object Or Purpose

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

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

NONE

III. D - Expenditures By Program (optional)

NONE

Part IV: Capital Budget Impact

IV. A - Capital Budget Expenditures

NONE

IV. B - Expenditures by Object Or Purpose

NONE

IV. C - Capital Budget Breakout

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

NONE

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

NONE

Part V: New Rule Making Required

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

Individual State Agency Fiscal Note

Agency 240 – Department of Licensing

Bill Number: SB 5959

Bill Title: Traffic safety cameras

Part 1: Estimates

No Fiscal Impact

Estimated Cash Receipts:

INDETERMINATE; PLEASE SEE NARRATIVE

Estimated Expenditures:

INDETERMINATE; PLEASE SEE NARRATIVE

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: Brandon Popovac	Phone: (360) 786-7485	Date: 1/11/2024
Agency Preparation: Don Arlow	Phone: (360) 902-3736	Date: 1/12/2024
Agency Approval: Collin Ashley	Phone: (360) 634-5384	Date: 1/12/2024

Request #	1
Bill #	5959 SB

Part 2 – Explanation

This bill changes provisions related to automated traffic enforcement requirements. The bill authorizes cities and counties to use automated traffic safety cameras and clarifies provisions that apply to cities and counties, including how they may be used, analysis that must include equity implications, providing notices, and clarity around fines and revenue.

The fiscal impact of this bill is indeterminate. Bill language is permissive regarding adoption of automated traffic safety cameras by local jurisdictions. The Department of Licensing (DOL) cannot determine how many jurisdictions will adopt the bill's provisions, or when such adoption would occur. DOL does not anticipate the need for information technology systems changes. Other operational components that could be impacted, such as additional driver records staff, hearings staff, and postage costs will get addressed in a future budget cycle as necessary.

Part 3 – Expenditure Detail

None.

Part 4 – Capital Budget Impact

None.

Part 5 – New Rule Making Required

None.

Individual State Agency Fiscal Note

Bill Number: 5959 SB	Title: Traffic safety cameras	Agency: 300-Department of Social and Health Services
-----------------------------	--------------------------------------	---

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: Brandon Popovac	Phone: 360-786-7465	Date: 01/08/2024
Agency Preparation: Douglas Hoffer	Phone: 360-902-8187	Date: 01/15/2024
Agency Approval: Dan Winkley	Phone: 360-902-8236	Date: 01/15/2024
OFM Review: Jason Brown	Phone: (360) 742-7277	Date: 01/15/2024

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 no fiscal impact to the Department of Social and Health Services (DSHS). The bill explicitly authorizes cities and counties to use automated traffic safety cameras through ordinance adoption. DSHS does not utilize automated traffic safety cameras.

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.

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.

Individual State Agency Fiscal Note

Bill Number: 5959 SB	Title: Traffic safety cameras	Agency: 405-Department of Transportation
-----------------------------	--------------------------------------	---

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: Brandon Popovac	Phone: 360-786-7465	Date: 01/08/2024
Agency Preparation: Dina Swires	Phone: 360-705-7297	Date: 01/12/2024
Agency Approval: Scott Zeller	Phone: 360-705-7290	Date: 01/12/2024
OFM Review: Maria Thomas	Phone: (360) 229-4717	Date: 01/12/2024

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 WSDOT 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.

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.

Individual State Agency Fiscal Note

Bill Number: SB 5959	Title: Concerning Automated Traffic Safety Cameras	Agency: 405-Department of Transportation
-----------------------------	---	---

Part I: Estimates

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

No Fiscal Impact (Explain in section II. A)

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

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

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

Indeterminate Expenditure Impact (Explain in section II. C)

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

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

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

Capital budget impact, **complete Part IV**

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

Revised

Agency Assumptions

N/A

Agency Contacts:

Preparer: Dina Swires	Phone: 206-276-5763	Date: 1/10/2024
Approval: Scott Zeller	Phone: 360-464-0052	Date: 1/10/2024
Budget Manager: Robert Sirghie	Phone: 360-705-7546	Date: 1/10/2024

Individual State Agency Fiscal Note

Part II: Narrative Explanation

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

Briefly describe by section number (sections that will change WSDOT costs or revenue), the significant provisions of the bill, and any related workload or policy assumptions that have revenue or expenditure impact on the responding agency. List the sections that have fiscal impact to WSDOT only. E.g., "Section 3 directs the Department to ..." No summarizing, no interpreting, and save any background context for the revenue and expenditure parts.

SB 5959 allows the use of automated traffic safety cameras in cities by ordinance over a population of 90,000. It also amends RCW 46.16A.120, 46.63.030, 46.63.075, and 46.68.480; adding new sections to chapter 46.63 RCW; and repealing RCW 46.63.170 to align with the proposed bill. This does not have a fiscal impact to the Transportation Operations Division (Program Q) at WSDOT.

II. B – Cash Receipts Impact

Section-by-section, briefly describe and quantify the cash receipts impact of the legislation on WSDOT. Explain how you calculated the cash receipts and any assumptions. Show only revenues collected by WSDOT that are new to the state, not re-directed from another agency.

There are no cash receipts impact with the language in Senate Bill 5959 for the Transportation Operations Division.

II. C - Expenditures

Section by section, citing only the sections that impact WSDOT, briefly describe the costs to WSDOT to implement this legislation (or savings resulting from this legislation), naming by section number the requirements of the legislation that result in the expenses or savings. Briefly describe the factual basis of the assumptions and the method by which the fiscal impact is derived. Explain how workload assumptions translate into cost estimates. Discern between one time and ongoing functions.

There are no expenditures to Transportation Operations Division (Program Q) at WSDOT with the language in Senate Bill 5959.

Part III: Expenditure Detail

III. A - Expenditures by Object or Purpose

There are no expenditures to Transportation Operations Division (Program Q) at WSDOT with the language in Senate Bill 5959.

Part IV: Capital Budget Impact

There is no capital budget impact to Transportation Operations Division (Program Q) at WSDOT with the language in Senate Bill 5959.

Part V: New Rule Making Required

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

No new rule making is required for Transportation Operations Division (Program Q) at WSDOT with the language in Senate Bill 5959.