

Multiple Agency Fiscal Note Summary

Bill Number: 2356 HB	Title: Speed safety cameras
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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
Office of Administrative Hearings	Non-zero but indeterminate cost and/or savings. Please see discussion.								
Department of Transportation	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	Fiscal note not available					
Loc School dist-SPI						
Local Gov. Other	No fiscal impact					
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											
Office of Attorney General	.0	0	0	0	.0	0	0	0	.0	0	0	0
Office of Administrative Hearings	Non-zero but indeterminate cost and/or savings. Please see discussion.											
Washington State Patrol	.0	0	0	0	.0	0	0	0	.0	0	0	0
Department of Licensing	.0	0	0	38,000	.0	0	0	76,000	.0	0	0	76,000
Department of Social and Health Services	Fiscal note not available											
Department of Transportation	.3	0	0	0	.5	0	0	0	.5	0	0	0
Total \$	0.3	0	0	38,000	0.5	0	0	76,000	0.5	0	0	76,000

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	No fiscal impact								
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								
Office of Attorney General	.0	0	0	.0	0	0	.0	0	0
Office of Administrative Hearings	.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
Department of Social and Health Services	Fiscal note not available								
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	Fiscal note not available								
Loc School dist-SPI									
Local Gov. Other	No fiscal impact								
Local Gov. Total									

Estimated Capital Budget Breakout

Prepared by: Maria Thomas, OFM	Phone: (360) 229-4717	Date Published: Preliminary 1/17/2024
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Individual State Agency Fiscal Note

Bill Number: 2356 HB	Title: Speed safety cameras	Agency: 100-Office of Attorney General
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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: Christine Thomas	Phone: 360-786-7142	Date: 01/13/2024
Agency Preparation: Dave Merchant	Phone: 360-753-1620	Date: 01/15/2024
Agency Approval: Leah Snow	Phone: 360-586-2104	Date: 01/15/2024
OFM Review: Val Terre	Phone: (360) 280-3973	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.

1. The AGO Transportation and Public Construction Division (TPC) has reviewed this bill and determined it will not significantly increase or decrease the division's workload in representing the Washington State Department of Transportation (WSDOT). Under Section 1(1), of this bill the proposed amendments authorize WSDOT and/or Washington State Patrol (WSP) to forward Department of Licensing (DOL) any outstanding (unpaid) violations. Under Section 4(3)(a) of this bill, WSDOT is to procure contracts and adopt regulations so that speed safety camera systems can be placed into operation in state highway work zones by July 1, 2024. With the exception of creating a public-facing website, WSDOT's obligation under Section 4(3)(a) has not significantly changed from its obligation to do the same under ESSB 5272 (RCW 46.63.300). To that end, since July 1, 2023, TPC has been providing legal services to WSDOT in support of its rulemaking and contract work and TPC will continue to do so until the end of the current fiscal year. Consequently, beginning July 1, 2024, we again estimate a total of 10 hours per year in support of WSDOT's operation and administration of the program. The majority of the proposed changes involve enforcement and adjudication and will be handled by WSP and Office of Administrative Hearings (OAH). New legal services are nominal and costs are not included in this request.

2. The AGO Criminal Justice Division (CRJ) has reviewed this bill and determined it will not increase or decrease the division's workload. This bill makes numerous substantive changes to the work zone speed safety camera law that passed the legislature in 2023 as ESSB 5272. CRJ anticipates that these changes will not result additional work beyond what was anticipated for the enactment of ESSB 5272 during the 2023 legislative session. As such, CRJ does not anticipate any fiscal impact from these changes. Therefore, no costs are included in this request.

3. The AGO Licensing & Administrative Law Division (LAL) has reviewed this bill and determined it will not significantly increase or decrease the division's workload. The enactment of this bill will not impact the provision of legal services to DOL. DOL's responsibilities under this bill are mostly limited to providing drivers 120-day notices of noncompliance with speed camera infractions. DOL currently sends 120-day notices for similar driving infractions, DOL already has systems, processes, and rules in place for these notices. While DOL will likely have more 120-day notices to send under this bill, beyond that, the impact is to the agency and its legal services is low. Legal services can be provided with existing resources. New legal services are nominal and costs are not included in this request.

4. The AGO Government Compliance & Enforcement Division (GCE) has reviewed this bill and determined it will not significantly increase or decrease the division's workload in representing WSP. GCE represents WSP in administrative litigation. This bill makes numerous substantive changes to the work zone speed safety camera law that passed the legislature in 2023 as ESSB 5272. The changes in Section 1 and 2 would enable DOL to impair a vehicle's registration for failure to failure to pay penalties assessed as a result of speed safety camera system infractions. GCE does not anticipate any fiscal impact from these changes, as DOL is responsible for vehicle registrations, not WSP.

Sections 3 and 4 would set a specific fine amount of \$124 for first violations after the expiration of any warning period, and \$248 for all subsequent violations, creates a state-wide warning period at the start of the program and with each new work zone camera placement, and clarifies that the monetary penalty is not subject to any of the other statutorily imposed assessments or fees that are applicable other traffic infractions. The fine amounts are consistent with the penalties assessed for existing speed infractions on state highways and in construction zones, GCE does not anticipate any increased litigation as a result of these changes. Section 4 would clarify that the burden of proof at an administrative hearing is by a preponderance of the evidence. Because this change would simply codify the burden that already exists in case law for cases of this type and in the court rules governing speed infractions litigated in courts of limited jurisdiction, GCE does not anticipate any fiscal impact from this change. Section 4 would also enable a person to request a payment plan at any point following receipt of an infraction. GCE assumes that payment plans would be handled by the Office of Administrative Hearings (OAH).

Finally, Section 4 would make numerous refinements and changes relating to the disposition of speed safety camera system infractions and the options a vehicle owner would have upon receipt of an infraction. The changes would result in a process similar to that already in place for infractions litigated in courts of limited jurisdiction. Specifically, this proposal would give vehicle owners who receive an infraction the choice to pay the infraction, admit to the infraction but seek to mitigate the penalty at a hearing, or challenge the infraction at a hearing. A notice of infraction would represent a determination that an infraction has been committed, so the failure to respond to a notice by choosing to pay the penalty or request a hearing would result in a final judgment. Under the existing law, an owner who fails to respond to a notice of infraction will automatically receive an administrative hearing. GCE previously assumed that mitigation would be presented as a hearing option and that those cases would utilize few resources, so the codification of this option would not result in any workload changes. Also, although failures to respond would no longer receive an administrative hearing as they will under existing law, GCE previously assumed that those hearings would utilize minimal Assistant Attorney General (AAG) resources. GCE assumes that any savings realized by not having to be present at calendars to litigate failures to respond would be offset by the need to respond to a small number of more labor intensive motions for reconsideration and motions to vacate default judgments. New legal services are nominal and costs are not included in this request.

5. The AGO Labor and Industries Division (LNI) has reviewed this bill and determined it will not significantly increase or decrease the division's workload in representing the Washington State Department of Labor & Industries (L&I). The enactment of this bill will not impact the provision of legal services to L&I because it does not appear to create any rights, obligations, duties, or other legal consequences specific to the agency. New legal services are nominal and costs are not included in this request.

6. The AGO Civil Rights Division (CRD) has reviewed this bill and determined it will not increase or decrease the division's workload. Therefore, no costs are included in this request.

7. The AGO Solicitor General's Office (SGO) has reviewed this bill and determined it will not increase or decrease the division's workload. Therefore, no costs are included in this request.

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: 2356 HB	Title: Speed safety cameras	Agency: 110-Office of Administrative Hearings
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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:

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: Christine Thomas	Phone: 360-786-7142	Date: 01/13/2024
Agency Preparation: Pete Boeckel	Phone: 360-407-2730	Date: 01/16/2024
Agency Approval: Rob Cotton	Phone: 360-407-2708	Date: 01/16/2024
OFM Review: Val Terre	Phone: (360) 280-3973	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.

Costs are not identified in this fiscal note as the indeterminate costs cannot be projected at a plausible level.

Section 4 sets out four options for those receiving infractions for speed safety camera violations: (a) ignore the infraction, (b) pay the penalty, (c) contest the infraction, or (d) admit fault and request a mitigation hearing. Option (a) will result in an ALJ issuing a final order against the recipient. Options (c) and (d) will result in administrative proceedings up to and including evidentiary hearing. In addition, OAH will have jurisdiction over authorizing and subsequently modifying payment plans.

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 cash receipts.

As a central service agency, the Office of Administrative Hearings (OAH) bills referring agencies for its costs and collects the revenue into the Administrative Hearings Revolving Account. Cash receipts are assumed to equal costs. OAH will bill the Washington State Department of Transportation for the costs related to this proposed legislation.

These cash receipts represent the OAH's authority to bill and are not a direct appropriation to OAH. Appropriation authority is necessary in OAH's budget.

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.

Indeterminate expenditure impact.

On average, appeals are assumed to require Administrative Law Judge (ALJ) time including prehearing conferences, hearings, order writings, etc. at:

- A. Orders for those who ignore infractions: 0.25 hour of ALJ time per case.
- B. Mitigation hearings: 1.0 hour of ALJ time per case
- C. Contest hearings: 2.0 hours of ALJ time per case.
- D. Payment plan hearings: 2.0 hours of ALJ time per case.

The Washington State Department of Transportation (WSDOT) assumed in the passage of ESSB 5272 in the 2023 Legislative Session to refer 8,000 hearing referrals per FY to OAH. WSDOT is assuming the same number of infractions to be incurred at 257,125. The fiscal impact of the proposed legislation remains indeterminate when compared to ESSB 5272 (RCW 46.63.200) because there is not relevant data available to forecast how many people would continue to speed through work zones and incur a citation.

OAH Agency Workforce Assumptions:

- (1) 1.0 Line ALJ will include cost and FTE for 0.15 Senior ALJ (SALJ), 0.15 Lead ALJ (LALJ), 0.6 Legal Assistant 2 (LA2) (Range 40 step L), and 0.25 administrative support represented as a Management Analyst 5 (MA5) (Range 64 Step L).

- (2) ALJ salary is based on the ALJ collective bargaining agreement and assumed to be at step L. (Line ALJ-range 70. Senior ALJ-range 74.)
- (3) Benefit rates were analyzed by job class and projected using the latest benefit information available.
- (4) Goods and services, travel and on-going capital outlays were projected based on historical data for each of the job classifications.

This bill is assumed effective 90 days after the end of the 2024 legislative session.

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

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

III. B - Expenditures by Object Or Purpose

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

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

NONE

III. D - Expenditures By Program (optional)

NONE

Part IV: Capital Budget Impact

IV. A - Capital Budget Expenditures

NONE

IV. B - Expenditures by Object Or Purpose

NONE

IV. C - Capital Budget Breakout

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

NONE

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

NONE

Part V: New Rule Making Required

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

Individual State Agency Fiscal Note

Bill Number: 2356 HB	Title: Speed safety cameras	Agency: 225-Washington State Patrol
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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: Christine Thomas	Phone: 360-786-7142	Date: 01/13/2024
Agency Preparation: Thomas Bohon	Phone: (360) 596-4044	Date: 01/16/2024
Agency Approval: Shawn Eckhart	Phone: 360-596-4083	Date: 01/16/2024
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.

There is no new fiscal impact to the Washington State Patrol (WSP).

The proposed legislation cleans up language regarding the speed safety camera program that passed legislation in the 2023 legislative session. Specifically, it adds a requirement for the Department of Transportation (WSDOT) to develop and maintain a public-facing educational website, establishes the monetary fines associated with infractions from speed safety cameras, and better outlines the options and processes for individuals who receive a Notice of Infraction from a speed safety camera, among other things.

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.

NONE

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: 2356 HB	Title: Speed safety cameras	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
Account						
Motor Vehicle Account-State 108 -1		0	38,000	38,000	76,000	76,000
Total \$		0	38,000	38,000	76,000	76,000

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: Christine Thomas	Phone: 360-786-7142	Date: 01/13/2024
Agency Preparation: Don Arlow	Phone: (360) 902-3736	Date: 01/15/2024
Agency Approval: Collin Ashley	Phone: (564) 669-9190	Date: 01/15/2024
OFM Review: Kyle Siefering	Phone: (360) 995-3825	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.

Section 1 amends RCW 46.16A.120 to stipulate that each court and government agency with jurisdiction over the use of a speed safety camera system under RCW 46.63.200 may forward to DOL any outstanding Speed safety camera system infractions issued under RCW 46.63.030(1)(f).

II. B - Cash receipts Impact

Cash receipts impact of the legislation on the responding agency with the cash receipts provisions identified by section number and when appropriate, the detail of the revenue sources. Description of the factual basis of the assumptions and the method by which the cash receipts impact is derived. Explanation of how workload assumptions translate into estimates. Distinguished between one time and ongoing functions.

II. C - Expenditures

Agency expenditures necessary to implement this legislation (or savings resulting from this legislation), with the provisions of the legislation that result in the expenditures (or savings) identified by section number. Description of the factual basis of the assumptions and the method by which the expenditure impact is derived. Explanation of how workload assumptions translate into cost estimates. Distinguished between one time and ongoing functions.

Please see attached fiscal note.

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2024	FY 2025	2023-25	2025-27	2027-29
108-1	Motor Vehicle Account	State	0	38,000	38,000	76,000	76,000
Total \$			0	38,000	38,000	76,000	76,000

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		38,000	38,000	76,000	76,000
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 \$	0	38,000	38,000	76,000	76,000

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 2356

Bill Title: Speed safety camera systems

Part 1: Estimates

No Fiscal Impact

Estimated Cash Receipts:

NONE

Estimated Expenditures:

Operating Expenditures	Fund	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
Motor Vehicle	108	-	38,000	38,000	76,000	76,000
Account Totals		-	38,000	38,000	76,000	76,000

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: Christine Thomas	Phone: (360) 786-7142	Date: 1/15/2024
Agency Preparation: Don Arlow	Phone: (360) 902-3736	Date: 1/15/2024
Agency Approval: Collin Ashley	Phone: (360) 634-5384	Date: 1/15/2024

Request #	1
Bill #	2356 HB

Part 2 – Explanation

This bill modifies provisions that authorize the Washington State Department of Transportation (DOT) to operate speed safety camera systems in state highway work zones. The Washington State Patrol (WSP) is responsible for the enforcement and adjudication of violations captured by the speed safety camera systems. Violations are reported to the Department of Licensing (DOL). DOL will send letters 120 days prior to the next vehicle registration date for persons with unresolved violations.

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

Section 1 amends RCW 46.16A.120 to stipulate that each court and government agency with jurisdiction over the use of a speed safety camera system under RCW 46.63.200 may forward to DOL any outstanding Speed safety camera system infractions issued under RCW 46.63.030(1)(f).

2.B - Cash receipts Impact

There are no DOL cash receipts associated with this bill.

2.C – Expenditures

DOL will incur additional postage costs following implementation of the bill. Under RCW 46.16A.120, DOL will receive notice of speed safety camera violations and add them to the vehicle record. The department will issue a letter 120 days prior to the next vehicle registration date for persons who have not resolved the violation. Failure to resolve the violation may result in DOL withholding the vehicle registration renewal.

DOL used the following assumptions for the fiscal estimate:

- DOT estimates that this bill could result in 257,000 additional violations reported to DOL.
- DOL evaluated available data on similar actions taken and found that 17 percent of registered owners received a 120-day letter due to unresolved violations under RCW 46.16A.120.
- Implementation of the bill will not require additional staff resources.

257,000 reported violations per year x 17% = 43,690 new 120-day letters sent

Provisions of the bill that modify RCW 46.20.270 may add administrative reviews resulting from any vehicle registration holds. DOL expects that it can manage additional reviews within existing resources but will monitor activity following implementation and address resource needs in a future budget cycle as necessary.

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	-	38,000	38,000	76,000	76,000
Account Totals		-	38,000	38,000	76,000	76,000

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	0.0	0.0	0.0	0.0	0.0
Goods and Services	-	38,000	38,000	76,000	76,000
Total By Object Type	-	38,000	38,000	76,000	76,000

3.C – FTE Detail

None.

Part 4 – Capital Budget Impact

None.

Part 5 – New Rule Making Required

None.

Individual State Agency Fiscal Note

Bill Number: 2356 HB	Title: Speed safety cameras	Agency: 405-Department of Transportation
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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
FTE Staff Years	0.0	0.5	0.3	0.5	0.5
Account					
Total \$					

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: Christine Thomas	Phone: 360-786-7142	Date: 01/13/2024
Agency Preparation: Kyle Miller	Phone: 360-705-7946	Date: 01/15/2024
Agency Approval: Dongho Chang	Phone: 206-440-4804	Date: 01/15/2024
OFM Review: Maria Thomas	Phone: (360) 229-4717	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.

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

III. B - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years		0.5	0.3	0.5	0.5
A-Salaries and Wages					
B-Employee Benefits					
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-					
Total \$	0	0	0	0	0

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

Job Classification	Salary	FY 2024	FY 2025	2023-25	2025-27	2027-29
Fiscal Analyst 3	70,000		0.5	0.3	0.5	0.5
WMS Band 3	25,000					
Total FTEs			0.5	0.3	0.5	0.5

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: 2356 HB	Title: Concerning Speed Safety Camera Systems on State Highways	Agency: 405-Department of Transportation
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Part I: Estimates

No Fiscal Impact (Explain in section II. A)

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

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

Indeterminate Expenditure Impact (Explain in section II. C)

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

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

Capital budget impact, **complete Part IV**

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

Revised

Agency Assumptions

The assumptions guiding this fiscal note are expected to change over time and must be reassessed annually as the program expands. There are several indeterminate factors at play. Needs for program expenditures and revenues will change future projections based on successful program expansion.

The department has developed a draft tiered infraction schedule, based off the infractions issued for High Occupancy Vehicle Lane violations.

1. \$124 for the first violation.
2. \$248 for the second violation, and for each violation thereafter.
3. Only a written warning may be issued for a violation of this section during the 30-day period after the first speed safety camera system is placed; and thereafter, during the 17-day period after placement of a speed safety camera system at a new long-term state highway work zone, as defined by the department of transportation.
 - a. A warning period is not tolled if the speed safety camera system is not in operation continuously or is moved from a state highway work zone during the warning period.

The department has developed the following method to arrive at estimated hours for processing potential infractions:

- It is estimated that each infraction will take two minutes to process.
- The time to review estimate is calculated monthly by multiplying the number of **potential violations** by the time to process each infraction (two minutes), calculating the total number of minutes needed to review infractions in a month. This is then divided by 60 minutes / hour to calculate the number of hours per month.
- The FTE number takes that number and divides it by 200 hours / month.

The fiscal impact of the proposed legislation is still indeterminate when compared to ESSB 5272 (RCW 46.63.200) because there is not relevant data available to forecast how many people would continue to speed through work zones and incur a citation.

Washington (7.8 million) / Pennsylvania (12.9 million) = 60.5%

Infractions in Pennsylvania = 425,000 x .605 = 257,125 estimated for Washington

Section 4(3a) directs WSDOT to develop and support a SCS public facing website – Development costs of \$20,000 are estimated. These funds will cover the costs of buying website domain name, website development, translations services, and equity outreach. The department also estimates an added \$5,000 per year for the life of the program to help with needed website maintenance. Since these costs are minimal, the department will absorb within this program's funding.

Individual State Agency Fiscal Note

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

Agency Contacts:

Preparer: Kyle Miller	Phone: 360-742-1699	Date: 1/15/2023
Approval: Dongho Chang	Phone: 360-705-7280	Date: 1/15/2023
Budget Manager: Robert Sirghie	Phone: 360-705-7546	Date: 1/15/2023

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.

Summary: RCW 46.63.200 authorizes the Washington State Department of Transportation (WSDOT) to run speed safety camera systems (SSCS) in state highway work zones. Under the law, the Washington State Patrol manages the enforcement and adjudication of violations captured by the speed safety camera systems. Both agencies must work together to implement the law by July 1, 2024.

In this agency request legislation, WSDOT is proposing to amend RCW 46.16A.120, 46.20.270, 46.63.110 and 46.63.200.

Section-by-Section Explanation of Proposed Substantive Amendments:

Section 1 (RCW 46.16A.120): The proposed amendments authorize WSDOT and/or the Washington State Patrol(WSP) to forward to the Department of Licensing (DOL) any outstanding (unpaid) violations, which enables DOL to impair the vehicle's registration if the registered owner of the vehicle fails to pay any outstanding infraction penalties prior to the date of registration renewal. DOL currently has the authority to impair vehicle registration for outstanding infractions issued for violations of the photo toll system under RCW 46.63.160, as well as violations generated by automated traffic safety cameras and school bus safety camera systems under RCW 46.63.170 and RCW 46.63.180, respectively. The proposed amendments allow DOL to treat a failure to pay the penalty imposed under RCW 46.63.200 in the same manner as other failures to pay penalties generated by automated traffic camera systems.

Section 2 (RCW 46.20.270): The proposed amendments also authorize the Office of Administrative Hearings (OAH) to send to DOL any failures to respond, failures to pay a penalty, or failures to appear at a hearing to contest infractions issued for a violation of RCW 46.63.200. OAH currently has this authority for photo toll system violations under RCW 46.63.160. These proposed amendments work together with the proposed amendment to RCW 46.16A.120 to enable DOL to impair vehicle registrations for outstanding penalties.

Section 3 (RCW 46.63.110): This law requires various assessments and fees to be collected in addition to monetary penalties for violations under Chapter 46.63 RCW. The proposed amendment exempts the collection of these assessments and fees for speed safety camera system violations under RCW 46.63.200. With this change, the registered owner of a vehicle receiving one of these violations will pay the monetary penalty set by statute under RCW 46.63.200, with no added assessments or fees.

Section 4 (RCW 46.63.200):

Subsection (3)(a): The proposed amendment requires WSDOT to create a website that will educate the traveling public about the operation of speed safety camera systems. It is expected that an increased awareness and understanding of the speed safety camera systems prior to and during their operation will positively condition driver behavior in state highway work zones.

Individual State Agency Fiscal Note

Subsection (4)(a): The proposed amendment clarifies the prohibited conduct that will result in a violation of this statute.

Subsection (5): The proposed changes in this subsection relate to the penalty structure for a violation of the statute. First, this bill sets up the monetary penalties for speed safety camera system violations. A first violation will result in a \$124 penalty, while every violation thereafter will result in a \$248 penalty.

Second, during the 30-day period following placement of the first camera system in the state, only written warnings may be issued. A statewide warning period has preceded enforcement of other new traffic control laws, such as the hands free (cell phone) law and seatbelt law.

Third, in addition to and after the statewide 30-day warning period at the start of the program, a 17-day warning period will go into effect after the placement of a speed safety camera system in a new “long-term state highway work zone,” as defined in rule by WSDOT.

Finally, the 30-day and 17-day warning periods are not tolled whether the camera system is moved or not in continuous operation during the entire warning period. For example, if a camera system is set up in new long-term Work Zone A for 10 days, is moved to existing Work Zone B for 2 days, and is then moved back to Work Zone A, the 17-day warning period for Work Zone A would not stop for the 2 days that the camera system was in Work Zone B.

Subsection (6): The proposed changes in subsection 6 relate to the disposition of speed safety camera system infractions and the options a vehicle owner has upon receipt of an infraction.

First, this legislation clarifies that upon receipt of an infraction, the vehicle owner has the choice to pay the infraction, admit to the infraction and continue to a hearing before OAH to explain mitigating circumstances, or challenge the infraction at a hearing before OAH. This new language closely tracks with language in existing speed infraction statutes and the Infraction Rules for Courts of Limited Jurisdiction (IRLJ). It also codifies the right of a litigant to seek mitigation, which advances the concepts of equity and fairness.

Second, the proposed amendments clarify that a notice of infraction will represent a determination that an infraction has been committed, and the failure of a vehicle owner to respond to a notice of infraction and elect one of the three identified options for resolution will result in a final judgment without the need for an administrative hearing. This corrects an issue in the existing statute, which provides that if a vehicle owner does not respond to a notice of infraction within 30 days, the infraction will automatically be referred to OAH for a full administrative hearing. The proposed amendments adopt provisions in existing speed infraction statutes and the IRLJs to streamline the adjudication process and increase the effectiveness of the program.

Third, the changes clarify that the issuing agency has the burden of proving a violation by a preponderance of the evidence. This mirrors language in existing statutes for hearings in courts of limited jurisdiction.

Finally, language has been added that will enable a person to request a payment plan at any point following receipt of an infraction.

II. B – Cash Receipts Impact

The legislation proposes a draft tiered infraction schedule, based off the infractions issued for High Occupancy Vehicle Lane violations.

1. \$124 for the first violation.
2. \$248 for the second violation, and for each violation thereafter.
3. Only a written warning may be issued for a violation of this section during the 30-day period after the first speed safety camera system is placed; and thereafter, during the 17-day period after placement of a speed safety camera system at a new long-term state highway work zone, as defined by the department of transportation.
 - a. A warning period is not tolled if the speed safety camera system is not in operation continuously or is moved from a state highway work zone during the warning period.

Individual State Agency Fiscal Note

Cash receipts are indeterminate due to several factors including WSP's ability to staff the work and human factors in compliance and recidivism rates. However, revenues generated from the program could be estimated at \$19 million annually based on using six camera systems and approximately 257,000 infractions issued from July 1, 2024, through June 30, 2025. The attached [spreadsheet](#) with backup calculations was developed since the original bill passed. Prior to the original bill passing, the fine structure was not decided between WSDOT and WSP. The new revenue assumptions are based on having this fine structure in place as part of the technical update bill.

II. C – Expenditures

Briefly describe the agency expenditures necessary to implement this legislation (or savings resulting from this legislation), identifying by section number the provisions of the legislation that result in the expenditures (or savings). Briefly describe the factual basis of the assumptions and the method by which the expenditure impact is derived. Explain how workload assumptions translate into cost estimates. Distinguish between one time and ongoing functions.

Section 4(3a) directs WSDOT to develop and support a SSCS public facing website – Development costs of \$20,000 are estimated. These funds will cover the costs of purchasing website domain name, website development, translations services, and equity outreach. The department also estimates an added \$5,000 per year for the life of the program to help with needed website maintenance. Since these costs are minimal, the department will absorb within this program's funding.

Washington State Patrol - Infraction Certification Costs

The fiscal impact on WSP will be reflected in WSP's fiscal note.

Office of Administrative Hearings – Adjudication costs

The fiscal impact of hearings will be reflected in WSP's and OAH's fiscal notes.

Part III: Expenditure Detail

III. A - Expenditures by Object or Purpose

N/A

Part IV: Capital Budget Impact

N/A

Part V: New Rule Making Required

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

Section 3. would require rulemaking in several areas, including around adjudication, when mitigating circumstances are allowed, and other issues.

Filed CR 101: Proposal Statement of Inquiry - October 4, 2023

File CR 102: Proposed Rule Making - March - April 2024

Schedule Public Hearing – April - May 2024

File CR-103: Permanent Rule Only - May 2024

Individual State Agency Fiscal Note

MD Violation Rates - Violation Rate adjusted to reflect 17 day warning period at new projects - WSDOT Constrained Deployment Numbers for FY 2025

State of Washington Work Zone Speed Safety Camera Program

Estimated Monthly Program Violations and FTE's Required

 *indicates month with lowest potential violations
 *indicates month with highest potential violations

FY 2025 Violations	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Total
Potential Violations	N/A	42,987	49,808	33,079	20,689	18,391	16,440	14,874	21,679	12,904	12,259	12,904	256,014
Mailed Violations	N/A	33,530	38,850	25,801	16,138	14,345	12,823	11,602	16,909	10,065	9,562	10,065	199,691
Time to Review (Hours)	N/A	1,118	1,295	860	538	478	427	387	564	336	319	336	6,656
Number of FTE's required		6	7	5	3	3	2	2	3	2	2	2	3

MD Violation Rates - Violation Rate adjusted to reflect 17 day warning period at new projects - WSDOT Constrained Deployment Numbers for FY 2025

State of Washington Work Zone Speed Safety Camera Program

Estimated Program Expenses and Revenue

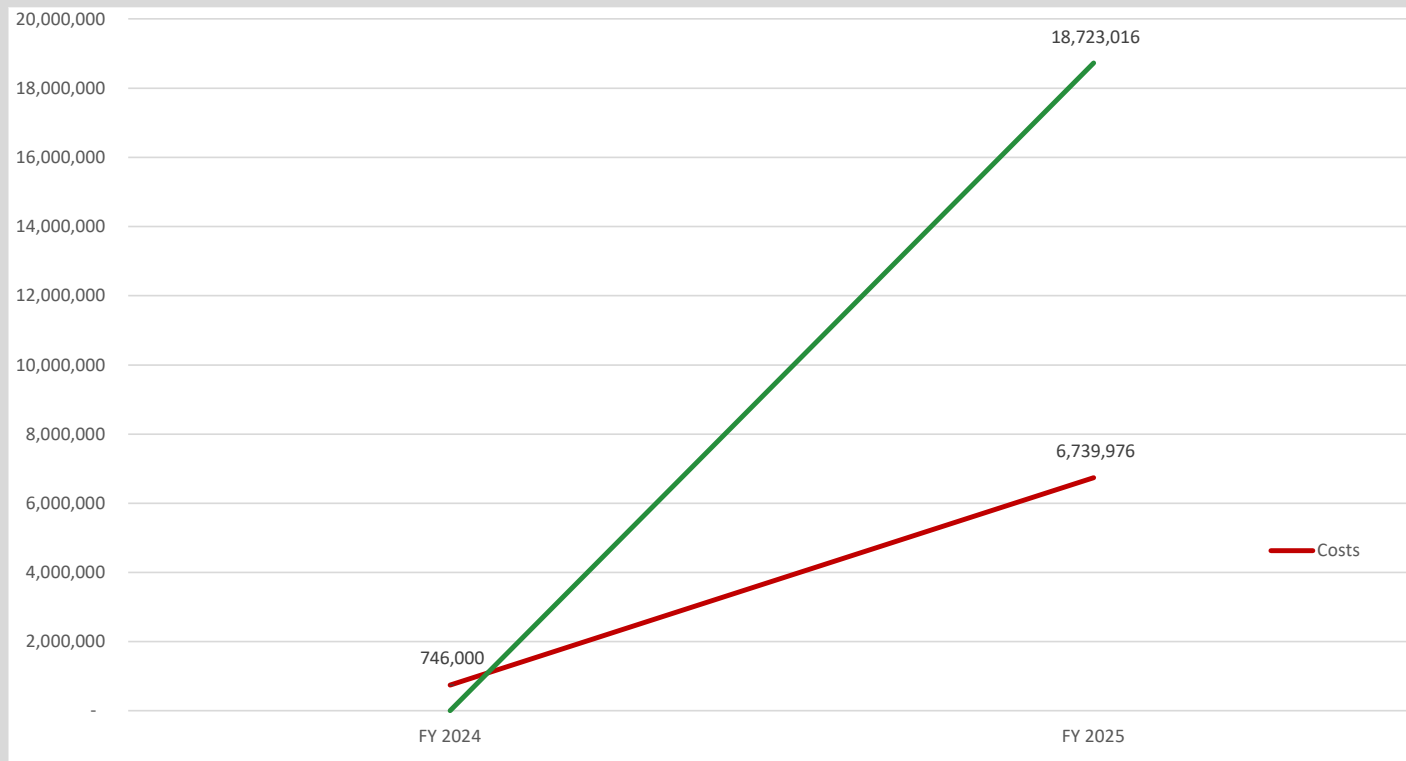
Expenses	FY 2024	FY 2025	Total
System Administrator - Deployment Cost	-	936,026	936,026
System Administrator - Admin Fee	90,000	1,560,000	1,650,000
Program Administrator (Consultant)	250,000	250,000	500,000
Agency Administrative Cost (WSDOT)	203,000	209,090	412,090
Agency Administrative Cost (WSP)	203,000	784,860	987,860
Hearing Officer Cost (OAH)	-	3,000,000	3,000,000
Total Expenses:	746,000	6,739,976	7,485,976
Cumulative Expenses:	746,000	7,485,976	7,485,976

Revenue	FY 2024	FY 2025	Total
Revenue (WSDOT)	-	18,723,016	18,723,016
Cumulative Revenue:	-	18,723,016	18,723,016

Net Revenue After Expenses	FY 2024	FY 2025	Total
Net Revenue after Expenses:	(746,000)	11,983,040	11,237,040

Annual Financial Analysis

Graph Depicting Annual Expenses and Revenue for the Total Program



reflect 17 day warning period at new projects -
WSDOT Constrained Deployment Numbers for FY
2025

State of Washington Work Zone Speed Safety Camera Program

Estimated Monthly Program Expenses and Revenue

FY 2024 Expenses														Total
	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24		
System Administrator - Deployment Cost	-	-	-	#	-	-	-	-	-	#	-	-	-	-
System Administrator - Admin Fee	-	-	-	-	-	-	-	-	22,500	22,500	22,500	22,500	22,500	90,000
Program Administrator (Consultant)	20,833	20,833	20,833	20,833	20,833	20,833	20,833	20,833	20,833	20,833	20,833	20,833	20,833	250,000
Agency Administrative Cost (WSDOT)	16,667	16,667	16,667	16,667	16,667	16,667	17,167	17,167	17,167	17,167	17,167	17,167	17,167	203,000
Agency Administrative Cost (WSP)	16,667	16,667	16,667	16,667	16,667	16,667	17,167	17,167	17,167	17,167	17,167	17,167	17,167	203,000
Hearing Officer Cost (OAH)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses:	54,167	54,167	54,167	54,167	54,167	54,167	55,167	55,167	77,667	77,667	77,667	77,667	77,667	746,000
Cumulative Expenses:	54,167	108,333	162,500	216,667	270,833	325,000	380,167	435,333	513,000	590,667	668,333	746,000	746,000	746,000

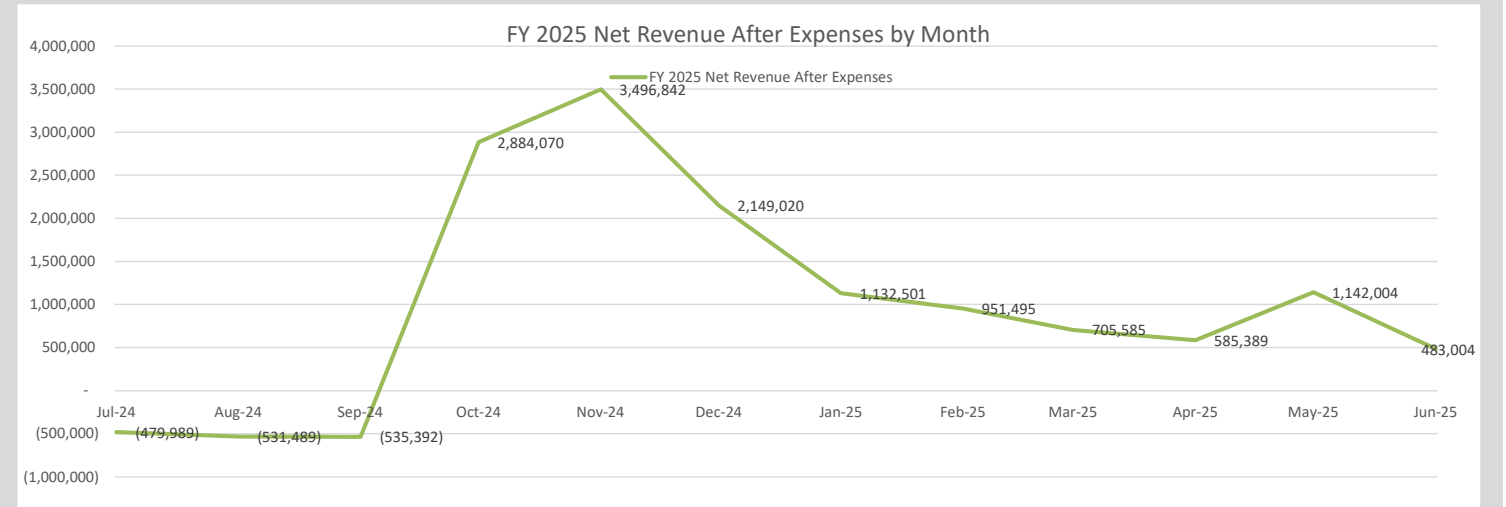
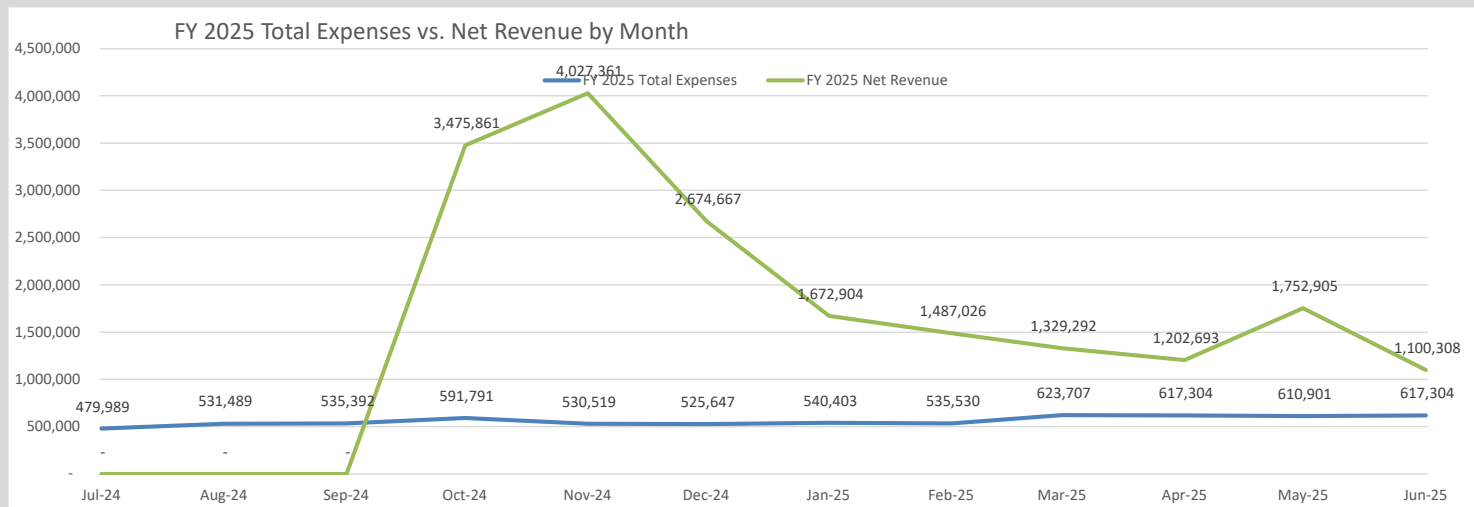
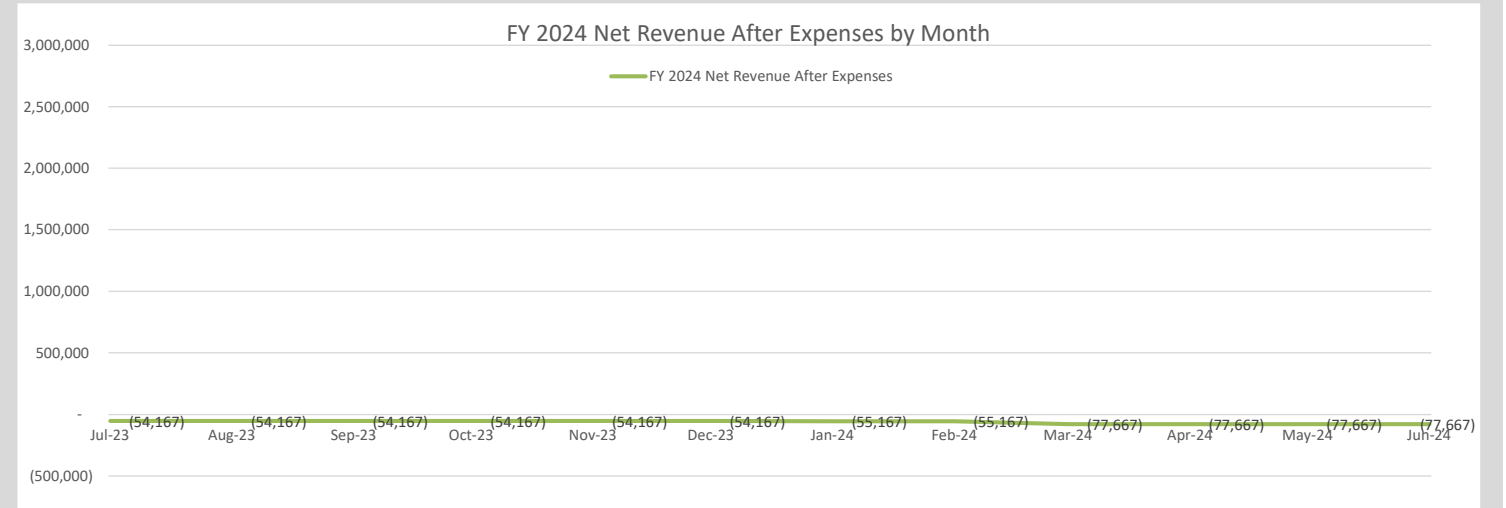
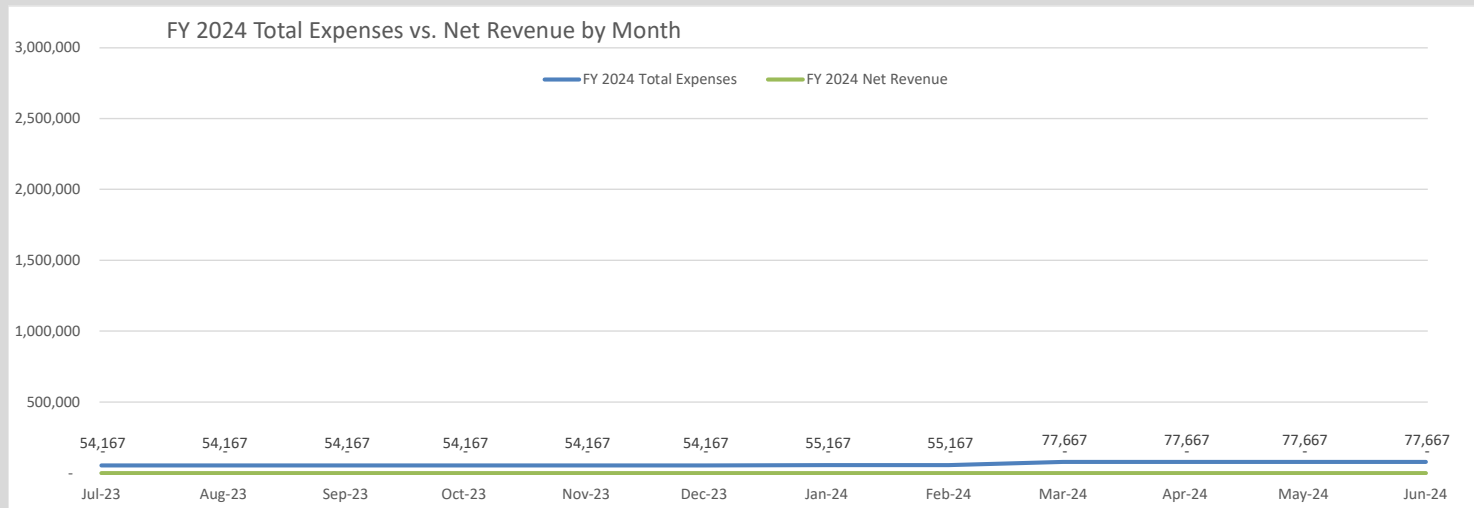
FY 2024 Net Revenue														Total
	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24		
Net Revenue (WSDOT)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cumulative Net Revenue:	-	-	-	-	-	-	-	-	-	-	-	-	-	-

FY 2024 Net Revenue After Expenses														Total
	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24		
Net Revenue After Expenses:	(54,167)	(54,167)	(54,167)	(54,167)	(54,167)	(54,167)	(55,167)	(55,167)	(77,667)	(77,667)	(77,667)	(77,667)	(77,667)	(746,000)

FY 2025 Expenses														Total
	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25		
System Administrator - Deployment Cost	44,822	44,822	48,725	105,124	43,853	38,980	51,161	46,289	134,466	128,063	121,659	128,063	936,026	
System Administrator - Admin Fee	130,000	130,000	130,000	130,000	130,000	130,000	130,000	130,000	130,000	130,000	130,000	130,000	1,560,000	
Program Administrator (Consultant)	20,833	20,833	20,833	20,833	20,833	20,833	20,833	20,833	20,833	20,833	20,833	20,833	250,000	
Agency Administrative Cost (WSDOT)	17,167	17,167	17,167	17,167	17,167	17,167	17,682	17,682	17,682	17,682	17,682	17,682	209,090	
Agency Administrative Cost (WSP)	17,167	68,667	68,667	68,667	68,667	68,667	70,727	70,727	70,727	70,727	70,727	70,727	784,860	
Hearing Officer Cost (OAH)	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	3,000,000	
Total Expenses:	479,989	531,489	535,392	591,791	530,519	525,647	540,403	535,530	623,707	617,304	610,901	617,304	6,739,976	
Cumulative Expenses:	479,989	1,011,477	1,546,869	2,138,660	2,669,179	3,194,826	3,735,229	4,270,759	4,894,466	5,511,770	6,122,671	6,739,976	6,739,976	

FY 2025 Net Revenue														Total
	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25		
Revenue (WSDOT)	-	-	-	3,475,861	4,027,361	2,674,667	1,672,904	1,487,026	1,329,292	1,202,693	1,752,905	1,100,308	18,723,016	
Cumulative Revenue:	-	-	-	3,475,861	7,503,222	10,177,889	11,850,792	13,337,818	14,667,110	15,869,803	17,622,708	18,723,016	18,723,016	

FY 2025 Net Revenue After Expenses														Total
	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25		
Net Revenue After Expenses:	(479,989)	(531,489)	(535,392)	2,884,070	3,496,842	2,149,020	1,132,501	951,495	705,585	585,389	1,142,004	483,004	11,983,040	



MD Violation Rates - Violation Rate adjusted to reflect
17 day warning period at new projects - WSDOT
Constrained Deployment Numbers for FY 2025

State of Washington

Work Zone Speed Safety Camera Program

Program Assumptions used in the Financial Model

Program Assumptions			Notes	
RFP Information	Year 1	Units Available	3	1 Deployments max per day (Day ONLY) 2 Deployments max per day (Day ONLY) 4 Deployments max per day (3 Day & 1 Night) 6 Deployments max per day (3 Day & 3 Night)
		1 Unit - July & August		
		2 Units - September & November - February		
		3 Units - October		
		3 Units - March - June		
Deployments	Complete Factor	Shift 1 - Weekday	75%	
		Shift 1 - Weekend	50%	
		Shift 2 - Weekday	50%	
		Shift 2 - Weekend	50%	
Violation Generation	Traffic Volume	Estimated Traffic Growth Rate (Mega)	2.30%	
		Estimated Traffic Growth Rate (Major)	2.30%	
		Estimated Traffic Growth Rate (Intermediate)	5.95%	
	Penalty Structure	First Violation	\$ 124.00	
		Second Violation	\$ 248.00	
		Third+ Violation	\$ 248.00	
	Violation Distribution % (2024- Qtr 1, 2025)	1st Time Offense	90.00%	
		2nd Time Offense	7.00%	
		3+ Offenses	3.00%	
	Estimated Violation % (2024-2025)	Qtr 3 (2024)	6.50%	
		Qtr 4 (2024)	3.00%	
		Qtr 1 (2025)	2.00%	
		Qtr 2 (2025)	1.25%	
Violation Rate	Qtr 3 (2025)	1.00%		
	Qtr 4 (2025)	1.00%		
	Violation Rate	85.00%	The percentage of all detected events that generate a violation.	
Revenue	Rates of Issuance/Payment	Violation Controllable & Uncontrollable Issuance Rate	22.00%	Controllable and Uncontrollable errors that occur during the issuance of a violation.
		Violation Issuance Rate	78.00%	The percentage of all violations that are able to issued.
		Violation Pay Rate	76.00%	The percentage of all issued violations that are paid.
Staffing	Program Admin (Consultant)	Project administration fee	\$ 250,000	
	WSDOT Admin	Number of staff	1	
		Salary	\$ 100,000	
		Factor	2.00	
		Annual Escalation	1.03	
	WSP Admin	Number of staff	1	
		Salary	\$ 100,000	
		Factor	2.00	
		Annual Escalation	1.03	
	WSP Processing	Number of staff	3	
		Salary	\$ 100,000	
		Factor	2.00	
		Annual Escalation	1.03	
Hearing Officers (OAH)	Processing Time (minutes)	2.00		
		\$ 3,000,000		

LOCAL GOVERNMENT FISCAL NOTE

Department of Commerce

Bill Number: 2356 HB

Title: Speed safety cameras

Part I: Jurisdiction-Location, type or status of political subdivision defines range of fiscal impacts.

Legislation Impacts:

- Cities:
- Counties:
- Special Districts:
- Specific jurisdictions only:
- Variance occurs due to:

Part II: Estimates

- No fiscal impacts.
- Expenditures represent one-time costs:
- Legislation provides local option:
- Key variables cannot be estimated with certainty at this time:

Estimated revenue impacts to:

None

Estimated expenditure impacts to:

None

Part III: Preparation and Approval

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Part IV: Analysis

A. SUMMARY OF BILL

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

Section 1 of the proposed legislation would amend RCW 46.16A.120, specifying that any court or government agency having jurisdiction over a speed camera safety system under RCW 46.63.200 may forward infractions detected by that system to the Department of Licensing.

Section 2 of the proposed legislation would amend RCW 46.20.270, specifying that under certain conditions, state agencies or municipalities may forward the record of citations issued under RCW 46.63.200 to the Department of Licensing.

Section 3 of the proposed legislation would amend RCW 46.63.110, specifying that the monetary penalties for a violation of RCW 46.63.200 are not subject to assessments or fees provided under RCW 46.63.110.

Section 4 of the proposed legislation would amend RCW 46.63.200, adding language related to the enforcement and adjudication of infractions detected by speed camera safety systems in state highway work zones, and the administration of such systems.

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 no impact on local government expenditures.

RCW 46.63.200 specifies that the Department of Transportation is responsible for all actions related to the operation and administration of speed camera safety systems in state highway work zones, and that the Washington State Patrol is responsible for the enforcement and adjudication of speed violations under this section. Accordingly, the Washington Association of Sheriffs and Police Chiefs does not anticipate this bill will have any impact on local law enforcement expenditures.

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 for ESSB 5272, 2023

Local government fiscal note for Z-0487.1, 2024

Washington Association of Sheriffs and Police Chiefs