

Multiple Agency Fiscal Note Summary

Bill Number: 2153 HB	Title: Catalytic converter theft
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Estimated Cash Receipts

Agency Name	2023-25			2025-27			2027-29		
	GF-State	NGF-Outlook	Total	GF-State	NGF-Outlook	Total	GF-State	NGF-Outlook	Total
Department of Licensing	0	0	135,000	0	0	222,000	0	0	222,000
Total \$	0	0	135,000	0	0	222,000	0	0	222,000

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	Non-zero but indeterminate cost and/or savings. Please see discussion.											
Office of Public Defense	.0	0	0	0	.0	0	0	0	.0	0	0	0
Office of Attorney General	.0	0	0	0	.0	0	0	0	.0	0	0	0
Caseload Forecast Council	.0	0	0	0	.0	0	0	0	.0	0	0	0
Office of Insurance Commissioner	.0	0	0	0	.0	0	0	0	.0	0	0	0
Washington State Patrol	.1	0	0	79,600	.5	0	0	279,400	.5	0	0	279,400
Washington State Patrol	In addition to the estimate above, there are additional indeterminate costs and/or savings. Please see individual fiscal note.											
Criminal Justice Training Commission	.0	0	0	0	.0	0	0	0	.0	0	0	0
Department of Licensing	.0	0	0	18,000	.0	0	0	0	.0	0	0	0
Department of Children, Youth, and Families	Non-zero but indeterminate cost and/or savings. Please see discussion.											
Department of Corrections	.0	5,000	5,000	5,000	.0	0	0	0	.0	0	0	0
Washington State University	.0	0	0	0	.0	0	0	0	.0	0	0	0
Total \$	0.1	5,000	5,000	102,600	0.5	0	0	279,400	0.5	0	0	279,400

Agency Name	2023-25			2025-27			2027-29		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total
Local Gov. Courts	Non-zero but indeterminate cost and/or savings. Please see discussion.								
Loc School dist-SPI									
Local Gov. Other			475,399						
Local Gov. Other	In addition to the estimate above, there are additional indeterminate costs and/or savings. Please see individual fiscal note.								
Local Gov. Total			475,399						

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	.0	0	0	.0	0	0	.0	0	0
Office of Public Defense	.0	0	0	.0	0	0	.0	0	0
Office of Attorney General	.0	0	0	.0	0	0	.0	0	0
Caseload Forecast Council	.0	0	0	.0	0	0	.0	0	0
Office of Insurance Commissioner	.0	0	0	.0	0	0	.0	0	0
Washington State Patrol	.0	0	0	.0	0	0	.0	0	0
Criminal Justice Training Commission	.0	0	0	.0	0	0	.0	0	0
Department of Licensing	.0	0	0	.0	0	0	.0	0	0
Department of Children, Youth, and Families	.0	0	0	.0	0	0	.0	0	0
Department of Corrections	.0	0	0	.0	0	0	.0	0	0
Washington State University	.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	Non-zero but indeterminate cost and/or savings. Please see discussion.								
Loc School dist-SPI									
Local Gov. Other	Non-zero but indeterminate cost and/or savings. Please see discussion.								
Local Gov. Total									

Estimated Capital Budget Breakout

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Prepared by: Tiffany West, OFM	Phone: (360) 890-2653	Date Published: Final 1/24/2024
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Judicial Impact Fiscal Note

Bill Number: 2153 HB	Title: Catalytic converter theft	Agency: 055-Administrative Office of the Courts
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Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

NONE

Estimated Expenditures from:

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

Estimated Capital Budget Impact:

NONE

The revenue and expenditure estimates on this page represent the most likely fiscal impact. Responsibility for expenditures may be subject to the provisions of RCW 43.135.060.

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 for 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.

Legislative Contact: Michelle Rusk	Phone: 360-786-7153	Date: 01/11/2024
Agency Preparation: Angie Wirkkala	Phone: 360-704-5528	Date: 01/22/2024
Agency Approval: Chris Stanley	Phone: 360-357-2406	Date: 01/22/2024
OFM Review: Gaius Horton	Phone: (360) 819-3112	Date: 01/22/2024

191,424.00

Request # 078-1

Part II: Narrative Explanation

II. A - Brief Description Of What The Measure Does That Has Fiscal Impact on the Courts

The bill would expand the duties of dealers and others with respect to possession, disassembly, sale, or transfer of catalytic converters and vehicles containing them. I

Sections 23, 24 and 25 would create multiple crimes relating to the possession or sale of unlabeled or improperly labeled catalytic converters and unlawful trafficking in them.

II. B - Cash Receipts Impact

None

II. C - Expenditures

ADMINISTRATIVE OFFICE OF THE COURTS

This would have minimal fiscal impact to the Administrative Office of the Courts requiring law table updates.

SUPERIOR, DISTRICT AND MUNICIPAL COURTS

This bill may increase caseloads in superior, district, and municipal courts because the bill would create new crimes. However, the court impact is indeterminate. It is unknown how many cases would result from the new crimes.

Part III: Expenditure Detail

III. A - Expenditure By Object or Purpose (State)

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

III. B - Expenditure By Object or Purpose (County)

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

III. C - Expenditure By Object or Purpose (City)

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

III. D - FTE Detail

NONE

III. E - Expenditures By Program (optional)

NONE

Part IV: Capital Budget Impact

IV. A - Capital Budget Expenditures

NONE

IV. B1 - Expenditures by Object Or Purpose (State)

NONE

IV. B2 - Expenditures by Object Or Purpose (County)

NONE

191,424.00

Form FN (Rev 1/00)

IV. B3 - Expenditures by Object Or Purpose (City)

NONE

IV. C - Capital Budget Breakout

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

NONE

None

Individual State Agency Fiscal Note

Bill Number: 2153 HB	Title: Catalytic converter theft	Agency: 056-Office of Public Defense
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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: Michelle Rusk	Phone: 360-786-7153	Date: 01/11/2024
Agency Preparation: Sophia Byrd McSherry	Phone: 360-586-3164	Date: 01/12/2024
Agency Approval: Sophia Byrd McSherry	Phone: 360-586-3164	Date: 01/12/2024
OFM Review: Gaius Horton	Phone: (360) 819-3112	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.

The Washington State Office of Public Defense (OPD) anticipates no fiscal impact from HB 2153.

HB 2153 amends criminal statutes to create crimes and penalties associated with trafficking in catalytic converters. Counties and cities are responsible for public defense services for criminal matters in the trial courts. OPD does not administer trial-level criminal public defense.

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: 2153 HB	Title: Catalytic converter theft	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: Michelle Rusk	Phone: 360-786-7153	Date: 01/11/2024
Agency Preparation: Cassandra Jones	Phone: 360-709-6028	Date: 01/16/2024
Agency Approval: Dianna Wilks	Phone: 360-709-6463	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.

BILL SUMMARY:

Section 1—New Section. Legislative findings.

Section 2—New Section. Specifies that nothing in this chapter shall be construed to authorize licensed scrap metal businesses to purchase or sell junk vehicles or major component parts as defined in RCW 46.79.010.

Section 3—Amends RCW 19.290.010. Removes definition of “private metal property” and related references.

Section 4—Amends RCW 19.290.020 to remove references to private metal property and remove a requirement related to transactions involving catalytic converters.

Section 5—Amends RCW 19.290.030 to remove references to private metal property and remove certain conditions applicable to payments to individual sellers of private metal property.

Section 6—Amends RCW 19.290.040 to remove references to private metal property.

Section 7—Amends RCW 19.290.050 to remove references to private metal property.

Section 8—Amends RCW 19.290.060 to remove references to private metal property.

Section 9—Amends RCW 19.290.080 to modify penalty provisions applicable to violation of the chapter.

Section 10—Amends RCW 19.290.220 to remove references to private metal property.

Section 11—Amends RCW 19.290.240 to remove references to private metal property.

Section 12—New Section. Requires a vehicle dealer, prior to sale or transfer of a vehicle, to mark the vehicle’s catalytic converter. Allows Washington State Patrol (WSP) to grant exceptions to this requirement under certain conditions.

Section 13—Amends RCW 46.79.010 to modify the definition of “major component parts.”

Section 14—New Section. Prohibits a person from engaging in the business of disassembling or decanning a catalytic converter unless the person is a licensed scrap processor. Places other requirements on such persons.

Section 15—New Section. Places various conditions on the sale of catalytic converters that have been removed from a vehicle.

Section 16—New Section. Requires licensing fees for a scrap processor’s license to include a catalytic converter inspection fee.

Section 17—Amends RCW 46.80.010 to modify the definition of “major component parts.”

Section 18—Amends RCW 46.80.080 to add requirements specific to records of transactions involving the purchase of catalytic converters that have been removed from vehicles.

Section 19—Amends RCW 46.80.210 to replace a reference to private metal property with catalytic converters that have been removed from a vehicle.

Section 20—New Section. Requires vehicle wreckers licensing fees to include a catalytic converter inspection fee.

Section 21—New Section. Requires WSP to conduct periodic inspections once a year for all licensed purchasers of catalytic converters that have been removed from vehicles, develop a standardized inspection form, and other duties related to inspection of businesses.

Section 22—New Section. Requires WSP, by November 1, 2024, to establish a process for evaluating and granting exemptions to vehicle dealers from catalytic converter marking requirements.

Section 23—New Section. Makes it is a gross misdemeanor for any person who is not a licensed scrap processor or vehicle wrecker to possess, sell, or offer for sale an improperly marked catalytic converter and class C felony under certain circumstances.

Section 24—New Section. Establishes the crime of trafficking in catalytic converters in the first degree.

Section 25—New Section. Establishes the crime of trafficking in catalytic converters in the second degree.

Section 26—Amends RCW 9A.82.010 to add trafficking in catalytic converters to the definition of criminal profiteering.

Section 27—Amends RCW 9.94A.515 to specify the seriousness level of crimes related to catalytic converters.

Section 28—New Section. Provides that section 21 takes effect January 1, 2025.

Section 29—New Section. Emergency clause. The remainder of the bill takes effect April 1, 2024.

AGO AGENCY ASSUMPTIONS:

No fiscal impact. This legislation is not expected to generate any costs or savings for the Attorney General's Office (AGO). The AGO completed an analysis for legal services and fiscal impact from the most likely state agencies.

1. 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 the WSP and Criminal Justice Training Center (CJTC): This bill would require the WSP to conduct periodic inspections at least once a year of purchasers, licensed under chapters 46.79 or 46.80 RCW, of catalytic converters that have been removed from vehicles, develop a standardized inspection form, train local law enforcement agencies on inspection procedures, and authorize inspections to be conducted by civilian employees or limited authority law enforcement agencies if necessary. It would also require the WSP to create a process for exempting certain vehicle dealers from the requirement to mark all catalytic converters prior to sale of a vehicle. WSP does not handle enforcement actions against these license types. Therefore, this bill would not result in any administrative litigation for either WSP or the CJTC, so it would not implicate any of GCE's client programs. New legal services are nominal and costs are not included in this request.

2. The AGO Licensing & Administrative Law Division (LAL) has reviewed this bill and determined it will not significantly increase or decrease the division's workload in representing the Department of Licensing (DOL). The bill requires the WSP to conduct periodic inspections of Vehicle Wreckers and Hulk Haulers, licensed by DOL under chapters 46.79 or 46.80 RCW, of catalytic converters that have been removed from vehicles, and codifies the crime of trafficking in catalytic converters. LAL will be able to advise and/or litigate any licensing action against these licensees. New legal services are nominal and costs are not included in this request.

3. The AGO Criminal Justice Division (CRJ) has reviewed this bill and determined it will not significantly increase or decrease the division's workload in representing the WSP. This bill would require the WSP to conduct periodic inspections at least once a year of purchasers, licensed under chapters 46.79 or 46.80 RCW, of catalytic converters that have been removed from vehicles, develop a standardized inspection form, train local law enforcement agencies on inspection procedures, and authorize inspections to be conducted by civilian employees or limited authority law enforcement agencies if necessary. It would also require the WSP to create a process for exempting certain vehicle dealers from the requirement to mark all catalytic converters prior to sale of a vehicle. There may be some small amount of hours required to advise regarding implementation, but new legal services are nominal and costs are not 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: 2153 HB	Title: Catalytic converter theft	Agency: 101-Caseload Forecast Council
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Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

NONE

Estimated Operating Expenditures from:

NONE

Estimated Capital Budget Impact:

NONE

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

Check applicable boxes and follow corresponding instructions:

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

Legislative Contact: Michelle Rusk	Phone: 360-786-7153	Date: 01/11/2024
Agency Preparation: Clela Steelhammer	Phone: 360-664-9381	Date: 01/16/2024
Agency Approval: Clela Steelhammer	Phone: 360-664-9381	Date: 01/16/2024
OFM Review: Danya Clevenger	Phone: (360) 688-6413	Date: 01/17/2024

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.

II. B - Cash receipts Impact

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

None.

II. C - Expenditures

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

See attached.

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

NONE

III. B - Expenditures by Object Or Purpose

NONE

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

NONE

III. D - Expenditures By Program (optional)

NONE

Part IV: Capital Budget Impact

IV. A - Capital Budget Expenditures

NONE

IV. B - Expenditures by Object Or Purpose

NONE

IV. C - Capital Budget Breakout

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

NONE

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

NONE

Part V: New Rule Making Required

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

HB 2153

DETECTING CATALYTIC CONVERTER THEFT

101 – Caseload Forecast Council
January 12, 2024

SUMMARY

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

Section 1 States legislative intent of the bill.

Section 2 Adds a new section to chapter 19.290 RCW stating nothing in the chapter shall be construed to authorize licensed scrap metal businesses to purchase or sell junk vehicles or major component parts.

Section 3 Amends RCW 19.290.010 by removing the definition for “Private Metal Property” and used as a term within other definitions.

Section 17 Amends RCW 46.80.010 by including catalytic converters to the definition of “Major Component Parts.”

Section 18 Amends RCW 46.80.080 by expanding the gross misdemeanor offense of failing to comply with requirements of RCW 46.80.080 by including requirements associated with record keeping involving purchase of catalytic converters.

Section 23 Adds a new section to chapter 9A.82 RCW, establishing a new gross misdemeanor for anyone who isn’t a licensed scrape processor or licensed vehicle wrecker to knowingly possess, sell, or offer for sale four or fewer detached catalytic converters that do not comply with the marking requirements required under subsection (1) of this section.

Section 23 Additionally establishes the new Class felony offense of Possession, Sale, or Offering for Sale five or more Unmarked Catalytic Converters, ranked at Seriousness Level II on the Adult Felony Sentencing Grid in Section 27 of the bill.

Section 24 Adds a new section to chapter 9A.82 RCW, establishing the new Class B felony offense of Trafficking in Catalytic Converters in the First Degree, ranked at Seriousness Level IV on the Adult Felony Sentencing Grid in Section 27 of the bill.

Section 25 Adds a new section to chapter 9A.82 RCW, establishing a new Class C felony offense of Trafficking in Catalytic Converters in the Second Degree, ranked at Seriousness Level III on the Adult Felony Sentencing Grid in Section 27 of the bill.

Section 26 Amends RCW 9A.82.010 by including the offenses of Trafficking in Catalytic Converters to the definition of “Criminal Profiteering”.

Section 27 Amends RCW 9.94A.515 by ranking the felony offenses of Trafficking in Catalytic Converters in the First and Second Degree, and the felony offense of Possession, Sale, or Offering for Sale Five or More Unmarked Catalytic Converters.

Section 28 States Section 21 takes effect January 1, 2025.

Section 29 States all other sections (other than Section 21) take effect April 1, 2024.

EXPENDITURES

Assumptions.

None.

Impact on the Caseload Forecast Council.

None.

Impact Summary

This bill:

- Expands the definition of an existing gross misdemeanor offense;
- Establishes a new gross misdemeanor offense; and
- Establishes and ranks a new Class B felony and two Class C felony offenses.

Impact on prison and jail beds

This bill establishes and ranks the Class B and Class C felony offenses of Trafficking in Catalytic Converters in the First Degree and Second Degree; and Possession, Sale, or Offering for Sale Five or More Unmarked Catalytic Converters. The Caseload Forecast Council (CFC) has no information concerning how many incidents of the newly established felony offenses may occur or the sentences that might actually be imposed for the new offenses. As such, the CFC cannot reliably predict bed impacts resulting from the bill.

However, as a Class B felony ranked at Seriousness Level IV on the Adult Felony Sentencing Grid, Trafficking in Catalytic Converters in the First Degree would be punishable by a standard range term of confinement of between 3-9 months in jail and 63-84 months in prison, depending on the individual's criminal history. The Class C felony offense of Trafficking in Catalytic Converters in the Second Degree ranked at Seriousness Level III on the Adult Felony Sentencing Grid would be punishable by a standard range term of confinement of between 1-3 months in jail and 51-60 months in prison (limited to 60 months by the statutory maximum sentence for Class C felony), depending on the individual's prior history. The Class C felony offense of Possession, Sale, or Offering for Sale Five or More Unmarked Catalytic Converters ranked at Seriousness Level II on the Adult Felony Sentencing Grid would be punishable by a standard range term of confinement of between 0-90 days in jail and 43-57 months in prison, depending on the individual's prior history. As such, any impact should manifest itself as an increased need for jail beds and prison beds.

The bill additionally establishes a new gross misdemeanor offense and expands the definition of an existing gross misdemeanor offense. The Caseload Forecast Council has no information concerning how many incidents of the newly established or expanded gross misdemeanor offenses may occur, nor any information concerning how such offenses would be sentenced. As such, the Caseload Forecast Council cannot reliably estimate bed impacts resulting from these provisions of the bill. However, as gross misdemeanor offenses, the offenses would be punishable by a term of confinement of 0-364 days in jail for individuals sentenced as adults. Therefore, any impact would be on jail beds only.

Impact on Juvenile Rehabilitation and local beds

The newly established Class B felony offense of Trafficking in Catalytic Converters in the First Degree would be considered a Category B offense on the Juvenile Sentencing Grid. The offense would be punishable by a standard range term of between Local Sanctions (0-30 days in local juvenile detention) and 52-65 weeks in Juvenile Rehabilitation (depending on the number of prior adjudications) for juveniles adjudicated for the offense. Therefore, incidences of this offense would likely impact both local juvenile detention and Juvenile Rehabilitation beds.

The newly established Class C felony offense of Trafficking in Catalytic Converters in the Second Degree and the Class felony offense of Possession, Sale, or Offering for Sale Five or More Unmarked Catalytic Converters would be considered as Category C offenses on the Juvenile Sentencing Grid. The offenses would be punishable by a standard range term of between Local Sanctions (0-30 days in local juvenile detention) and 15-36 weeks in Juvenile Rehabilitation (depending on the number of prior adjudications) for juveniles adjudicated either of these offenses. Therefore, incidences of these offenses would likely impact both local juvenile detention and Juvenile Rehabilitation beds.

There may also be an additional increased need for Juvenile Rehabilitation (JR) beds. Current statutes require individuals sentenced in adult court for a felony offense committed before the age of 18 to serve to their confinement at a JR facility until age 25, or until release if occurring prior to age 25. As less than 1% of all sentences in the adult system are committed by those less than age 18, it assumed any impacts to JR would be minimal.

The establishment of a new gross misdemeanor offense and expansion of an existing gross misdemeanor offense, considered Category D offenses on the Juvenile Sentencing Grid, are punishable by Local Sanctions (0-30 days in local juvenile detention) for juveniles adjudicated for the offenses. Therefore, any incidence of these offenses would likely impact only local juvenile detention beds.

Individual State Agency Fiscal Note

Bill Number: 2153 HB	Title: Catalytic converter theft	Agency: 160-Office of Insurance Commissioner
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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: Michelle Rusk	Phone: 360-786-7153	Date: 01/11/2024
Agency Preparation: Andrew Davis	Phone: 360-725-7170	Date: 01/16/2024
Agency Approval: Bryon Welch	Phone: 360-725-7037	Date: 01/16/2024
OFM Review: Jason Brown	Phone: (360) 742-7277	Date: 01/17/2024

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 provides the legislative findings of increased rates of catalytic converter thefts statewide and nationwide due in part to the challenges of accurately identifying stolen catalytic converters and tracking them through the stream of commerce after they have been removed from their originating vehicles and requires all purchasers of catalytic converters to be licensed and subject to regulation and inspection.

This bill concerns the regulation of catalytic converter transactions, not the regulation of insurance. It will not change how the Office of Insurance Commissioner does business. Therefore, no fiscal impact.

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: 2153 HB	Title: Catalytic converter theft	Agency: 225-Washington State Patrol
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Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

NONE

Estimated Operating Expenditures from:

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years	0.0	0.3	0.1	0.5	0.5
Account					
State Patrol Highway Account-State 081-1	0	79,600	79,600	279,400	279,400
Total \$	0	79,600	79,600	279,400	279,400

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

Estimated Capital Budget Impact:

NONE

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

Check applicable boxes and follow corresponding instructions:

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

Legislative Contact: Michelle Rusk	Phone: 360-786-7153	Date: 01/11/2024
Agency Preparation: Shawn Eckhart	Phone: 360-596-4083	Date: 01/18/2024
Agency Approval: Mario Buono	Phone: (360) 596-4046	Date: 01/18/2024
OFM Review: Tiffany West	Phone: (360) 890-2653	Date: 01/19/2024

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 legislation has an indeterminate fiscal impact to the Washington State Patrol (WSP).

Sections 3 through 11 remove "private metal property" from RCW 19.290, thereby removing authorization of scrap metal businesses to purchase or sell junk vehicles or major component parts, including catalytic converters.

In section 12, a vehicle dealer is required to mark the last eight digits of the originating vehicle's VIN on the vehicle's catalytic converter prior to sale and transfer of the vehicle. Exceptions are if such a mark already exists, the catalytic converter is not in a location where it is clearly visible from the vehicle's underside, or the vehicle is sold wholesale. Unmarked catalytic converters are subject to immediate seizure and forfeiture by law enforcement. A further exception is effective November 1, 2024, when the WSP may grant a vehicle dealer an exception if it determines that meeting the requirements would impose an unreasonable financial hardship on the vehicle dealer in accordance with policies established per section 22.

In Sections 13 and 17, "catalytic converter" is added to the definition of "major component parts" as used in RCW 46.79 and 46.80, regulating scrap processors and hulk haulers, and vehicle wreckers.

In Section 14, only licensed scrap processors may disassemble or de-can a catalytic converter for removal or processing of the internal core to extract specified metals. There are established record-keeping requirements in doing so. Unless the scrap processor is the registered owner of the originating vehicle, the processor must wait 30 days between purchase and disassembly or de-canning of a catalytic converter. Unmarked catalytic converters are subject to immediate seizure and forfeiture by law enforcement. It is a gross misdemeanor for any person who is not a scrap processor licensed under chapter 46.79 or vehicle wrecker licensed under chapter 46.80 to knowingly possess, sell, or offer for sale four or fewer detached catalytic converters that do not comply with the marking requirements. If it is five or more units, it is a class C felony.

In Sections 15, 18 and 19, payment to individual sellers of catalytic converters that have been removed from a vehicle may only be made via nontransferable check, mailed by the licensed scrap processor or vehicle wrecker at least three days after the transaction to the street address provided to the processor at the time of the transaction. The seller must also provide photographic identification to the buyer. Specific records must be kept on each transaction for three years from sale and must be made available to law enforcement during normal business hours, or at reasonable times.

In Section 16 and 20, licenses and license renewals from the Department of Licensing for scrap processors and for vehicle wreckers must include a \$500 catalytic converter inspection fee to be deposited into the State Patrol Highway Account to support WSP activities under section 21.

In Section 18, records are specified for each transaction involving the purchase of catalytic converters by vehicle wreckers.

In Section 21, subject to funding, the WSP is required to conduct periodic inspections at least once a year of all licensed purchasers of catalytic converters that have been removed from vehicles that are licensed under RCW 46.79 and 46.80. The WSP is also required to develop a standardized inspection form and train local law enforcement agencies, civilian employees, and limited authority law enforcement personnel on inspection procedures. The WSP is required to specify which specific law enforcement agencies have a duty to inspect the different business types that are licensed to purchase catalytic converters, and to authorize inspections to be conducted by civilian employees or limited authority law enforcement agencies if necessary to increase the availability of potential inspectors, provided that the WSP has oversight of such inspections. This section takes effect January 1st, 2025, per section 28.

In Section 22, by November 1, 2024, subject to funding, the WSP must establish a process for evaluating and granting exemptions to vehicle dealers from the catalytic converter permanent marking requirements under chapter 12. This includes developing and publishing a list of factors and circumstances that must be considered when determining whether meeting the requirements under section 12 would impose an unreasonable financial hardship.

In Section 23, under RCW 9A.82, a person who removes a catalytic converter from a vehicle for a purpose other than maintenance, repair or demolition, or who knowingly possesses an unmarked detached catalytic converter, must permanently mark the catalytic converter with the last eight digits of the originating vehicle's VIN within 24 hours after removal and before off-site transport of the detached catalytic converter. Unmarked catalytic converters are subject to immediate seizure and forfeiture by law enforcement. Possessing four or fewer unmarked detached catalytic converters is a gross misdemeanor. Five or more is a class C felony.

In Section 24, a person is guilty of trafficking in catalytic converters in the first degree if the person knowingly traffics five or more catalytic converters that have been removed from a motor vehicle without fulfilling the requirements under chapters 46.79 or 46.80 for lawful transfer, or purchases a catalytic converter that has been removed from a motor vehicle without possessing a valid scrap processor license under chapter 46.79 or vehicle wrecker license under chapter 46.80. This is a class B felony.

In Section 25, a person is guilty of trafficking in catalytic converters in the second degree if the person knowingly traffics four or fewer catalytic converters that have been removed from a motor vehicle without fulfilling the requirements under chapters 46.79 or 46.80 for lawful transfer. This is a class C felony.

In Section 26, "criminal profiteering" is expanded to include any conduct that would be chargeable as first or second degree trafficking in catalytic converters.

Per Section 29, all sections aside from section 21, take effect April 1st, 2024.

II. B - Cash receipts Impact

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

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.

Sections 12 and 22 will have an indeterminate impact to the WSP. We do not know the population of dealers that might have an interest in requesting exemptions from marking requirements, nor the likelihood of making requests.

Section 21 will also have an impact to us. Our current workload covers many of the requirements aside from the requirement that we retain oversight of inspections required in this section. We would need the equivalent of 0.5 FTE of a sergeant position to cover that workload beginning in the second half of FY 2025.

We base estimated salary expenditures on current levels for the positions requested per published salary schedules, plus any applicable incentive or assignment pay. We compute estimated benefits expenditures based on federal or state mandated rates plus state provided amounts for health insurance and workers' compensation insurance. We assume that any increases in these rates or amounts will be covered by legislation establishing the increase. We compute estimated support expenditures such as supplies & materials, communications, computer costs (hardware and software), vehicle and vehicle operating costs, among others, using average costs to support agency FTEs. We adjust the estimated support costs to reflect the needs of individual divisions or positions within the agency.

We base our estimate for agency indirect costs on the approved federal indirect cost rate of 33.41 percent. We apply this indirect cost rate percentage to all categories of expenditure with only two exceptions: capital equipment and expenditures after \$25,000 of each projected contract. Indirect costs include, but are not limited to, computer and telecommunications support, payroll processing, vendor payments, general accounting, procurement administration, inventory control, and human resource management.

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2024	FY 2025	2023-25	2025-27	2027-29
081-1	State Patrol Highway Account	State	0	79,600	79,600	279,400	279,400
Total \$			0	79,600	79,600	279,400	279,400

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

III. B - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years		0.3	0.1	0.5	0.5
A-Salaries and Wages		34,600	34,600	138,400	138,400
B-Employee Benefits		11,000	11,000	44,200	44,200
C-Professional Service Contracts					
E-Goods and Other Services		5,000	5,000	12,200	12,200
G-Travel		300	300	1,200	1,200
J-Capital Outlays		11,600	11,600	17,600	17,600
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements					
9-Indirect Costs		17,100	17,100	65,800	65,800
Total \$	0	79,600	79,600	279,400	279,400

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

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
Sergeant	138,429		0.3	0.1	0.5	0.5
Total FTEs			0.3	0.1	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: 2153 HB	Title: Catalytic converter theft	Agency: 227-Criminal Justice Training Commission
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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: Michelle Rusk	Phone: 360-786-7153	Date: 01/11/2024
Agency Preparation: Brian Elliott	Phone: 206-835-7337	Date: 01/11/2024
Agency Approval: Brian Elliott	Phone: 206-835-7337	Date: 01/11/2024
OFM Review: Danya Clevenger	Phone: (360) 688-6413	Date: 01/18/2024

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 has no fiscal impact to the Criminal Justice Training Commission.

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.

This bill has no cash receipt impact.

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 bill has no expenditure impact.

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: 2153 HB	Title: Catalytic converter theft	Agency: 240-Department of Licensing
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Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

ACCOUNT	FY 2024	FY 2025	2023-25	2025-27	2027-29
State Patrol Highway Account-State 081-1	24,000	111,000	135,000	222,000	222,000
Total \$	24,000	111,000	135,000	222,000	222,000

Estimated Operating Expenditures from:

Account	FY 2024	FY 2025	2023-25	2025-27	2027-29
State Patrol Highway Account-State 081-1	0	18,000	18,000	0	0
Total \$	0	18,000	18,000	0	0

Estimated Capital Budget Impact:

NONE

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

Check applicable boxes and follow corresponding instructions:

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

Legislative Contact: Michelle Rusk	Phone: 360-786-7153	Date: 01/11/2024
Agency Preparation: Gina Rogers	Phone: 360-634-5036	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.

Requires Dealers to mark catalytic converters with partial VIN number. Disallows scrap metal processors from buying or selling “private metal property”, defined as catalytic converters. Delays payment for transactions and implements record keeping requirements for buyers. Adds provisions to WA criminal code.

II. B - Cash receipts Impact

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

Please see attached fiscal note.

II. C - Expenditures

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

Please see attached fiscal note.

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2024	FY 2025	2023-25	2025-27	2027-29
081-1	State Patrol Highway Account	State	0	18,000	18,000	0	0
Total \$			0	18,000	18,000	0	0

III. B - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years					
A-Salaries and Wages					
B-Employee Benefits					
C-Professional Service Contracts					
E-Goods and Other Services		18,000	18,000		
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	18,000	18,000	0	0

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

NONE

III. D - Expenditures By Program (optional)

NONE

Part IV: Capital Budget Impact

IV. A - Capital Budget Expenditures

NONE

IV. B - Expenditures by Object Or Purpose

NONE

IV. C - Capital Budget Breakout

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

NONE

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

NONE

Part V: New Rule Making Required

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

Individual State Agency Fiscal Note

Agency 240 – Department of Licensing

Bill Number: HB 2153

Bill Title: Catalytic converter theft

Part 1: Estimates

No Fiscal Impact

Estimated Cash Receipts:

Revenue	Fund	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
State Patrol Highway Account	081	24,000	111,000	135,000	222,000	222,000
Account Totals		24,000	111,000	135,000	222,000	222,000

Estimated Expenditures:

Operating Expenditures	Fund	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
Account Totals		-	18,000	18,000	-	-

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: Michelle Rusk	Phone: (360) 786-7153	Date:
Agency Preparation: Gina Rogers	Phone: (360) 634-5036	Date: 1/13/2024
Agency Approval: Collin Ashley	Phone: (360) 634-5384	Date: 1/15/2024

Request #	1
Bill #	2153

Part 2 – Explanation

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

Requires Dealers to mark catalytic converters with partial VIN number. Disallows scrap metal processors from buying or selling “private metal property”, defined as catalytic converters. Delays payment for transactions and implements record keeping requirements for buyers. Adds provisions to WA criminal code.

2.B - Cash receipts Impact

This bill would increase revenue collected by the Department of Licensing. Section 20 of this bill would add a \$500 catalytic converter inspection fee to wrecker licenses fees collected by DOL. Section 16 of this bill would add a \$500 catalytic converter fee to scrap processor licenses collected by DOL. This bill would increase DOL revenue collections by \$24,000 in FY 24 and \$110,500 in FY 25 the first full year of collections.

Revenue	Fund	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
State Patrol Highway Account	081	24,000	111,000	135,000	222,000	222,000
Account Totals		24,000	111,000	135,000	222,000	222,000

2.C – Expenditures

Information Services:

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

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

Cost Category	Description	Rate	2024	2025	2026	2027	2028	2029	Total Cost
TESTER	Test to verify individual components meet requirements; ensure that other business transactions have not been impacted.	\$ 27,144	-	2,700	-	-	-	-	2,700
BUSINESS ANALYST	Determine business requirements; translate requirements into what changes are needed to various systems including account codes, inventory codes, testing considerations, etc.	\$ 19,836	-	2,000	-	-	-	-	2,000
PROJECT MANAGER	Manage schedule and contracts	\$ 34,452	-	3,400	-	-	-	-	3,400
SECURITY AND ARCHITECT SERVICES	Create the conceptual model that defines the structure, behavior and framework of a computerized system including a breakdown of the system into components, the component interactions and interfaces (including with the environment, especially the user), and the technologies and resources to be used in the design.	\$ 19,836	-	2,000	-	-	-	-	2,000
CONTRACTED FAST DEVELOPER / TESTER	Updates to the DRIVES system will require additional vendor hours outside of the contracted maintenance to make system updates to implement this bill.	\$ 37,236	-	3,700	-	-	-	-	3,700
Trainer	Trains business partners and employees in new system processes and capabilities.	\$ 27,144	-	2,700	-	-	-	-	2,700
Project Contingency	Office of the Chief Information Officer designated rate of 10%	\$ 29,824	-	1,700	-	-	-	-	1,700
Totals			-	18,200	-	-	-	-	18,200

What IS Will Implement:

1. Add eight total new violations to the Compliance Case Violations Table for Scrap Metal, Hulk Haulers, Wreckers, and Dealers licenses.

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
	Account Totals	-	18,000	18,000	-	-

3.B – Expenditures by Object or Purpose

Object E - Description	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
Total Goods & Services	-	18,000	18,000	-	-

Part 4 – Capital Budget Impact

None.

Part 5 – New Rule Making Required

None.

Individual State Agency Fiscal Note

Bill Number: 2153 HB	Title: Catalytic converter theft	Agency: 307-Department of Children, Youth, and Families
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Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

NONE

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: Michelle Rusk	Phone: 360-786-7153	Date: 01/11/2024
Agency Preparation: Wendy Polzin	Phone: 2066702667	Date: 01/17/2024
Agency Approval: Sarah Emmans	Phone: 360-628-1524	Date: 01/17/2024
OFM Review: Danya Clevenger	Phone: (360) 688-6413	Date: 01/18/2024

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 23 creates a new gross misdemeanor offense and class C felony level offense.

Section 24 creates a new class B felony level offense.

Section 25 creates a new class C felony level offense.

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.

Due to the expansion and creation of new offenses, Juvenile Rehabilitation (JR) may see an increase in JR commitments and associated staffing. DCYF does not have data regarding how many individuals will be impacted, therefore, the caseload forecast and per capita adjustments are unknown at this time. DCYF assumes the impact will result when the ADP caseload changes in the JR residential facilities forecast. The impact would be reflected in the forecasted maintenance level budget step. DCYF will true up our fiscal impact in subsequent budget submittals if the legislation is enacted into law.

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

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: 2153 HB	Title: Catalytic converter theft	Agency: 310-Department of Corrections
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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					
General Fund-State 001-1	5,000	0	5,000	0	0
Total \$	5,000	0	5,000	0	0

Estimated Capital Budget Impact:

NONE

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

Check applicable boxes and follow corresponding instructions:

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

Legislative Contact: Michelle Rusk	Phone: 360-786-7153	Date: 01/11/2024
Agency Preparation: Ellen Hafer	Phone: (360) 725-8428	Date: 01/24/2024
Agency Approval: Michael Steenhout	Phone: (360) 789-0480	Date: 01/24/2024
OFM Review: Danya Clevenger	Phone: (360) 688-6413	Date: 01/24/2024

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.

House Bill 2153 is an act relating to deterring the theft of catalytic converters.

Section 18 amends RCW 46.80.080 to expand the gross misdemeanor offense of failing to comply with requirements of RCW 46.80.080 by including requirements associated with record keeping involving purchase of catalytic converters.

Section 23(3) adds a new section to RCW 9A.82, establishing a new gross misdemeanor for any person who is not a licensed scrap processor or licensed vehicle wrecker to knowingly possess, sell, or offer for sale four or fewer detached catalytic converters that do not comply with marking requirements required under subsection 1 of this section.

Section 23(4) adds a new section to RCW 9A.82, establishing a Class C felony for any person who is not a licensed scrap processor or licensed vehicle wrecker to knowingly possess, sell, or offer for sale five or more detached catalytic converters that do not comply with marking requirements required under subsection 1 of this section, ranked at Seriousness Level II on the Adult Felony Sentencing Grid in Section 27 of the bill

Section 24 adds a new section to RCW 9A.82, establishing a new Class B felony offense of Trafficking in Catalytic Converters in the First Degree, ranked at Seriousness Level IV on the Adult Felony Sentencing Grid in Section 27 of the bill.

Section 25 adds a new section to RCW 9A.82, establishing a new Class C felony offense of Trafficking in Catalytic Converters in the Second Degree, ranked at Seriousness Level III on the Adult Felony Sentencing Grid in Section 27 of the bill.

Section 26 amends RCW 9A.82.010 by adding the offenses of Trafficking in Catalytic Converters to the definition of “Criminal Profiteering.”

Section 27 amends RCW 9.94A.515 by ranking the felony offenses of Trafficking in Catalytic Converters.

Section 29 states that all sections other than Section 21 of the bill take effect April 1, 2024.

II. B - Cash receipts Impact

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

None.

II. C - Expenditures

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

The fiscal impact of this bill to the Department of Corrections (DOC) is indeterminate, assumed to be less than \$50,000 per Fiscal Year (FY).

This bill establishes and ranks the Class B and Class C felony offenses of Trafficking in Catalytic Converters in the First Degree and Second Degree; and Possession, Sale, or Offering for Sale Five or More Unmarked Catalytic Converters. The Caseload Forecast Council (CFC) has no information concerning how many incidents of the newly established felony

offenses may occur or the sentences that might be imposed for the new offenses. As such, the CFC cannot reliably predict bed impacts resulting from the bill.

However, as a Class B felony ranked at Seriousness Level IV on the Adult Felony Sentencing Grid, Trafficking in Catalytic Converters in the First Degree would be punishable by a standard range term of confinement of between 3-9 months in jail and 63-84 months in prison, depending on the individual's criminal history. The Class C felony offense of Trafficking in Catalytic Converters in the Second Degree ranked at Seriousness Level III on the Adult Felony Sentencing Grid would be punishable by a standard range term of confinement of between 1-3 months in jail and 51-60 months in prison (limited to 60 months by the statutory maximum sentence for Class C felony), depending on the individual's prior history. The Class C felony offense of Possession, Sale, or Offering for Sale Five or More Unmarked Catalytic Converters ranked at Seriousness Level II on the Adult Felony Sentencing Grid would be punishable by a standard range term of confinement of between 0-90 days in jail and 43-57 months in prison, depending on the individual's prior history. As such, any impact should manifest itself as an increased need for jail beds and prison beds.

The bill additionally establishes a new gross misdemeanor offense and expands the definition on an existing gross misdemeanor offense. The CFC has no information concerning how many incidents of the newly established or expanded gross misdemeanors may occur, nor any information concerning how such offenses would be sentenced. As such, the CFC cannot reliably estimate bed impacts resulting from these provisions of the bill. However, as gross misdemeanor offenses, the offenses would be punishable by a term of confinement of 0-364 days in jail for individuals sentenced as adults. Therefore, any impact would be on jail beds only.

Customization of the Offender Management Network Information (OMNI) system is needed to meet the requirements of this legislation. Due to the complexity of completing the development, testing, and implementation of the statutory changes, contracted services are necessary in FY 2024.

To implement this legislation, OMNI data tables need to be updated per RCW 9A.82 for technical corrections.

Cost Calculation Estimate:

IT Application Developer | \$185 per hour x 10 hours = \$1,850

IT Quality Assurance | \$185 per hour x 8 hours = \$1,480

IT Business Analyst | \$185 per hour x 8 hours = \$1,480

Total One-Time Costs in FY 2024: \$4,810

Assumptions:

1) The estimated ADP impact to DOC prison facilities/institutions and/or community supervision/violator caseloads is based on projections from CFC.

2) We assume a Direct Variable Cost (DVC) of \$7,630 per incarcerated individual per FY to facilitate cost discussions during legislative session for bills. This cost estimate includes prison and health services' direct variable costs. It does not include staffing or dollars necessary for staffing needed at the facility outside of the living/housing units. The DVC is calculated by DOC and reviewed and approved with the Office of Financial Management, Senate, and House staff each legislative session.

3) For illustration purposes only, the average annual Community Supervision caseload model is \$6,101 per ADP (not including startup costs), regardless of the supervised risk level based on the workload model. If ADP impacts are applicable to this fiscal note, the calculated rate per community supervision ADP includes direct supervision and ancillary units, such as Hearings, Records, and Training, that are directly affected by supervision population changes. The estimate will vary based on the risk level of the supervised individuals, which requires different staffing levels. The population trend data used is based on the Risk Level Classification tool and provides a risk level of 42.8% high violent, 27.3% high non-violent, 21% moderate, 7.9% low, and 1.0% unclassified. (June – November 2017)

4) The DOC assumes that any increase in community supervision caseload will result in an increased need for violator beds. For illustration, the FY2023 average percentage of supervised individuals who served jail time and were billed by the local jurisdictions for violating their conditions of supervision was a rate of 2.0%. The current average daily cost for jail beds is \$114.43 per day, inclusive of all risk levels and healthcare costs. The rate is an average, and actual rates vary by local correctional facilities.

5) We assume additional impacts will result when ADP caseload changes in either prison or community and resources will be necessary. The DOC will “true up” our fiscal impact in subsequent budget submittals should the legislation be enacted into session law.

6) We assume a phase-in will be necessary to successfully achieve the reductions/additions needed based on this legislation.

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2024	FY 2025	2023-25	2025-27	2027-29
001-1	General Fund	State	5,000	0	5,000	0	0
Total \$			5,000	0	5,000	0	0

III. B - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years					
A-Salaries and Wages					
B-Employee Benefits					
C-Professional Service Contracts	5,000		5,000		
E-Goods and Other Services					
G-Travel					
J-Capital Outlays					
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements					
9-					
Total \$	5,000	0	5,000	0	0

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

NONE

III. D - Expenditures By Program (optional)

Program	FY 2024	FY 2025	2023-25	2025-27	2027-29
Administration & Support Services (100)	5,000		5,000		
Total \$	5,000		5,000		

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

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: 2153 HB	Title: Catalytic converter theft	Agency: 365-Washington State University
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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: Michelle Rusk	Phone: 360-786-7153	Date: 01/11/2024
Agency Preparation: Emily Green	Phone: 5093359681	Date: 01/16/2024
Agency Approval: Chris Jones	Phone: 509-335-9682	Date: 01/16/2024
OFM Review: Ramona Nabors	Phone: (360) 742-8948	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.

HB 2153 relates to deterring catalytic converter theft and creating a mechanism to enforce penalties.

This bill would not fiscally impact Washington State University. No unit at WSU accepts scrap metal or conducts transactions involving nonferrous metal property.

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.

LOCAL GOVERNMENT FISCAL NOTE

Department of Commerce

Bill Number: 2153 HB	Title: Catalytic converter theft
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Part I: Jurisdiction-Location, type or status of political subdivision defines range of fiscal impacts.

Legislation Impacts:

- Cities:** Approximately \$353,953 for law enforcement training on new, modified criminal offenses, inspection procedures; indeterminate increased law enforcement costs as a result of processing incidents of new class B and C felony offenses, new and expanded gross misdemeanor offenses; indeterminate expenditure increase as a result of increased demand for jail beds
- Counties:** Approximately \$121,446 to provide training to law enforcement officers on new, modified criminal offenses, inspection procedures; indeterminate expenditure impact on law enforcement, prosecutors, and public defenders as a result of processing incidents of new class B and C felony offenses, new, modified gross misdemeanor offenses; indeterminate expenditure increase as a result of increased demand for jail, juvenile detention beds
- Special Districts:**
- Specific jurisdictions only:**
- Variance occurs due to:**

Part II: Estimates

- No fiscal impacts.
- Expenditures represent one-time costs:** Approximately \$475,399 to provide training to local law enforcement officers on new, modified criminal offenses, inspection procedures
- Legislation provides local option:
- Key variables cannot be estimated with certainty at this time:** Number of incidents of new class B and C felony offenses, new, modified gross misdemeanor offenses that may occur

Estimated revenue impacts to:

None

Estimated expenditure impacts to:

Jurisdiction	FY 2024	FY 2025	2023-25	2025-27	2027-29
City	353,953		353,953		
County	121,446		121,446		
TOTAL \$	475,399		475,399		
GRAND TOTAL \$					475,399

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

Part III: Preparation and Approval

Fiscal Note Analyst: James Vogl	Phone: 360-480-9429	Date: 01/18/2024
Leg. Committee Contact: Michelle Rusk	Phone: 360-786-7153	Date: 01/11/2024
Agency Approval: Alice Zillah	Phone: 360-725-5035	Date: 01/18/2024
OFM Review: Tiffany West	Phone: (360) 890-2653	Date: 01/18/2024

Part IV: Analysis

A. SUMMARY OF BILL

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

Section 18 of the proposed legislation would amend RCW 46.80.080, requiring that in addition to existing requirements, the vehicle wrecker records of transactions involving catalytic converters must include certain additional information about the buyer, seller, transaction and catalytic converters exchanged. Violations of this section would be a gross misdemeanor.

Section 21 would add a new section to chapter 43.43 RCW, requiring the Washington State Patrol to develop a standardized inspection form and train local law enforcement agencies, civilian employees, and limited authority law enforcement personnel on inspection procedures of licensed purchasers of catalytic converters, among other inspection-related duties.

Section 23 would add a new section to chapter 9A.82 RCW, requiring any person removing a catalytic converter from a vehicle for a purpose other than maintenance, repair, or demolition, or who knowingly possesses an unmarked catalytic converter, to mark that catalytic converter with the last eight digits of the vehicle identification number corresponding to the vehicle the catalytic converter originated from.

This section would also specify that it is a gross misdemeanor for any person who is not a scrap processor licensed under chapter 46.79 RCW or vehicle wrecker licensed under chapter 46.80 RCW to knowingly possess, sell, or offer for sale four or fewer detached catalytic converters that do not comply with the marking requirements above. This section would specify it would be a class C felony for such a person to knowingly possess, sell, or offer for sale five or more such detached and unmarked catalytic converters.

Section 24 would add a new section to chapter 9A.82 RCW, creating the new class B felony offense of trafficking in catalytic converters in the first degree. A person would be guilty of this offense if they knowingly traffic five or more detached catalytic converters without fulfilling the requirements under chapter 46.79 or 46.80 RCW for lawful transfer, or knowingly purchase a detached catalytic converter without possessing a valid scrap processor license under chapter 46.79 RCW or vehicle wrecker license under chapter 46.80 RCW.

Section 25 would add a new section to chapter 9A.82 RCW, creating the new class C felony offense of trafficking in catalytic converters in the second degree. A person would be guilty of this offense if they knowingly traffic four or fewer catalytic converters that have been removed from a motor vehicle, without fulfilling the requirements under chapter 46.79 or 46.80 RCW for lawful transfer.

Section 27 would amend RCW 9.94A.515, ranking trafficking in catalytic converters in the first degree at seriousness level four on the adult felony sentencing grid, and ranking trafficking catalytic converters in the second degree at seriousness level three. The amendments in this section would also rank possession, sale, or offering for sale of five or more unmarked catalytic converters at seriousness level two on the adult felony sentencing grid.

Section 28 specifies that section 21 would take effect on January 1, 2025.

Section 29 specifies that except for section 21, the proposed legislation would take effect on April 1, 2024.

B. SUMMARY OF EXPENDITURE IMPACTS

Expenditure impacts of the legislation on local governments with the expenditure provisions identified by section number and when appropriate, the detail of expenditures. Delineated between city, county and special district impacts.

The proposed legislation would require approximately \$475,399 in one-time costs for local law enforcement training, in addition to other indeterminate impacts. The provisions of the bill necessitating the training take effect April 1, 2024, and thus these costs are shown for fiscal year 2024.

According to the Washington Association of Sheriffs and Police Chiefs (WASPC), all local law enforcement officers would need to go through training regarding the new criminal offenses this bill would create and the Washington State Patrol inspection procedures for licensed purchasers of catalytic converters. WASPC estimates that approximately 45 minutes of training would be required per law enforcement officer. This training would require a one-time cost of \$353,953 for cities and \$121,446 for counties, for a total one-time cost to local governments of \$475,399.

The 2022 Crime in Washington Report conducted by WASPC states that there are 6,647 commissioned officers in police departments and 2,249 commissioned officers in sheriff's departments, for a total of 8,896 commissioned law enforcement employees that would require training. The 2024 Local Government Fiscal Note Program Criminal Justice Cost Model estimates the average hourly salary (including benefits and overhead) for an officer employed by a city to be \$71, and the same figure for an officer employed by a county to be \$72. If every officer in Washington had to complete approximately 45 minutes of training, the cost to local governments would be:

Cities:

6,647 officers X 0.75 hours X \$71 average hourly salary plus benefits and overhead = \$353,953

Counties:

2,249 officers X 0.75 hours X \$72 average hourly salary plus benefits and overhead = \$121,446

Total:

\$353,953 + \$121,446 = \$475,399

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

According to the Washington State Caseload Forecast Council's (CFC) fiscal note on this bill, creating a new class B and two new C felony offenses, a new gross misdemeanor offense, and expanding an existing gross misdemeanor offense could impact demand for jail beds. As a class B felony ranked at seriousness level four, trafficking in catalytic converters in the first degree would be punishable by a confinement term of between three to nine months in jail and 63 to 84 months in prison, depending on a person's prior criminal history. As a class C felony ranked at seriousness level three, trafficking in catalytic converters in the second degree would be punishable by a confinement term of between one to three months in jail and 51 to 60 months in prison, depending on a person's prior criminal history. As a Class C felony ranked at seriousness level two, possession, sale, or offering for sale of five or more unmarked catalytic converters would be punishable by a confinement term of between zero to 90 days in jail and 43 to 57 months in prison. Gross misdemeanor offenses are punishable by a confinement term of zero to 364 days in jail.

However, since it is unknown how many incidents of the new class B and C felony offenses, new gross misdemeanor offense, or expanded gross misdemeanor offense may occur, CFC cannot predict the jail bed impacts resulting from this bill, so the associated expenditure impact on local governments is indeterminate. The 2024 Local Government Fiscal Note Program Criminal Justice Cost Model estimates that the average daily cost of occupying a jail bed is \$145.

According to the CFC fiscal note for this bill, the creation of a new class B and two new class C felony offenses, a new gross misdemeanor offense, and an expanded gross misdemeanor offense could also increase demand for county juvenile detention beds. As a class B felony offense ranked at category B on the juvenile sentencing grid, trafficking in catalytic converters in the first degree would be punishable by a standard range term of between zero to 30 days in local juvenile detention and 52 to 65 weeks in juvenile rehabilitation. As class C felony offenses ranked at category C on the juvenile sentencing grid, trafficking in catalytic converters in the second degree and possession, sale, or offering for sale of five or more unmarked catalytic converters would be punishable by a standard range term of between zero to 30 days in local juvenile detention and 15 to 36 weeks in juvenile rehabilitation. Ranked at category D on the juvenile sentencing grid, gross

misdemeanors are punishable by a standard range term of zero to 30 days in local juvenile detention.

However, it is unknown how many juvenile incidents of the new class B and C felony offenses of trafficking in catalytic converters in the first and second degree, and possession, sale, or offering for sale of five or more unmarked catalytic converters, or the new gross misdemeanor offense or expanded gross misdemeanor offense may occur as a result of this bill's provisions, so the magnitude of any resulting increase in county juvenile detention expenditures is indeterminate. The Local Government Fiscal Note Program does not have detailed information on the costs of juvenile detention, however the average daily rate for juvenile detention beds is generally higher than the same figure for a jail bed.

In addition to bed impacts, the creation of a new class B and two new class C felony offenses, a new gross misdemeanor offense, and an expanded gross misdemeanor offense could increase law enforcement, prosecution and public defense expenditures as a result of processing incidents of the new and expanded offenses. According to the 2024 Local Government Fiscal Note Program Criminal Justice Cost Model, the combined law enforcement, prosecution and public defense costs to process an incident of a class B or C felony, or gross misdemeanor stolen property offense are approximately \$5,647.

However, given that it is unknown how many incidents of the new offenses may occur, the magnitude of the expenditure impacts on local governments from processing incidents of these offenses is indeterminate.

C. SUMMARY OF REVENUE IMPACTS

Revenue impacts of the legislation on local governments, with the revenue provisions identified by section number, and when appropriate, the detail of revenue sources. Delineated between city, county and special district impacts.

The proposed legislation would have no impact on local government revenues.

SOURCES:

Crime in Washington Report, 2022

Local Government Fiscal Note Program Criminal Justice Cost Model, 2024

Washington Association of Sheriffs and Police Chiefs

Washington State Caseload Forecast Council



Multiple Agency Ten-Year Analysis Summary

Bill Number	Title
2153 HB	Catalytic converter theft

This ten-year analysis is limited to the estimated cash receipts associated with the proposed tax or fee increases.

Estimated Cash Receipts

	Fiscal Year 2024	Fiscal Year 2025	Fiscal Year 2026	Fiscal Year 2027	Fiscal Year 2028	Fiscal Year 2029	Fiscal Year 2030	Fiscal Year 2031	Fiscal Year 2032	Fiscal Year 2033	2024-33 TOTAL
Administrative Office of the Courts	0	0	0	0	0	0	0	0	0	0	0
Office of Public Defense	0	0	0	0	0	0	0	0	0	0	0
Office of Attorney General	0	0	0	0	0	0	0	0	0	0	0
Caseload Forecast Council	0	0	0	0	0	0	0	0	0	0	0
Office of Insurance Commissioner	0	0	0	0	0	0	0	0	0	0	0
Washington State Patrol	0	0	0	0	0	0	0	0	0	0	0
Criminal Justice Training Commission	0	0	0	0	0	0	0	0	0	0	0
Department of Licensing	24,000	111,000	111,000	111,000	111,000	111,000	111,000	111,000	111,000	111,000	1,023,000
Department of Children, Youth, and Families	0	0	0	0	0	0	0	0	0	0	0
Department of Corrections	0	0	0	0	0	0	0	0	0	0	0
Washington State University	0	0	0	0	0	0	0	0	0	0	0
Total	24,000	111,000	111,000	111,000	111,000	111,000	111,000	111,000	111,000	111,000	1,023,000



Ten-Year Analysis

Bill Number 2153 HB	Title Catalytic converter theft	Agency 055 Administrative Office of the Courts
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This ten-year analysis is limited to agency estimated cash receipts associated with the proposed tax or fee increases. The Office of Financial Management ten-year projection can be found at <http://www.ofm.wa.gov/tax/default.asp>.

Estimates

No Cash Receipts **Partially Indeterminate Cash Receipts** **Indeterminate Cash Receipts**

Name of Tax or Fee	Acct Code												
---------------------------	------------------	--	--	--	--	--	--	--	--	--	--	--	--

Agency Preparation: Angie Wirkkala	Phone: 360-704-5528	Date: 1/22/2024 11:00:42 an
Agency Approval: Chris Stanley	Phone: 360-357-2406	Date: 1/22/2024 11:00:42 an
OFM Review:	Phone:	Date:



Ten-Year Analysis

Bill Number 2153 HB	Title Catalytic converter theft	Agency 056 Office of Public Defense
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This ten-year analysis is limited to agency estimated cash receipts associated with the proposed tax or fee increases. The Office of Financial Management ten-year projection can be found at <http://www.ofm.wa.gov/tax/default.asp>.

Estimates

No Cash Receipts **Partially Indeterminate Cash Receipts** **Indeterminate Cash Receipts**

Name of Tax or Fee	Acct Code												
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Agency Preparation: Sophia Byrd McSherry	Phone: 360-586-3164	Date: 1/12/2024 1:59:50 pm
Agency Approval: Sophia Byrd McSherry	Phone: 360-586-3164	Date: 1/12/2024 1:59:50 pm
OFM Review:	Phone:	Date:



Ten-Year Analysis

Bill Number 2153 HB	Title Catalytic converter theft	Agency 100 Office of Attorney General
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This ten-year analysis is limited to agency estimated cash receipts associated with the proposed tax or fee increases. The Office of Financial Management ten-year projection can be found at <http://www.ofm.wa.gov/tax/default.asp>.

Estimates

No Cash Receipts **Partially Indeterminate Cash Receipts** **Indeterminate Cash Receipts**

Name of Tax or Fee	Acct Code												
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Agency Preparation: Cassandra Jones	Phone: 360-709-6028	Date: 1/16/2024 4:05:07 pm
Agency Approval: Dianna Wilks	Phone: 360-709-6463	Date: 1/16/2024 4:05:07 pm
OFM Review:	Phone:	Date:



Ten-Year Analysis

Bill Number 2153 HB	Title Catalytic converter theft	Agency 101 Caseload Forecast Council
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This ten-year analysis is limited to agency estimated cash receipts associated with the proposed tax or fee increases. The Office of Financial Management ten-year projection can be found at <http://www.ofm.wa.gov/tax/default.asp>.

Estimates

No Cash Receipts **Partially Indeterminate Cash Receipts** **Indeterminate Cash Receipts**

Name of Tax or Fee	Acct Code												
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Agency Preparation: Clela Steelhammer	Phone: 360-664-9381	Date: 1/16/2024 12:01:29 pm
Agency Approval: Clela Steelhammer	Phone: 360-664-9381	Date: 1/16/2024 12:01:29 pm
OFM Review:	Phone:	Date:



Ten-Year Analysis

Bill Number 2153 HB	Title Catalytic converter theft	Agency 160 Office of Insurance Commissioner
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This ten-year analysis is limited to agency estimated cash receipts associated with the proposed tax or fee increases. The Office of Financial Management ten-year projection can be found at <http://www.ofm.wa.gov/tax/default.asp>.

Estimates

No Cash Receipts **Partially Indeterminate Cash Receipts** **Indeterminate Cash Receipts**

Name of Tax or Fee	Acct Code												
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Agency Preparation: Andrew Davis	Phone: 360-725-7170	Date: 1/16/2024 8:31:20 am
Agency Approval: Bryon Welch	Phone: 360-725-7037	Date: 1/16/2024 8:31:20 am
OFM Review:	Phone:	Date:



Ten-Year Analysis

Bill Number 2153 HB	Title Catalytic converter theft	Agency 225 Washington State Patrol
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This ten-year analysis is limited to agency estimated cash receipts associated with the proposed tax or fee increases. The Office of Financial Management ten-year projection can be found at <http://www.ofm.wa.gov/tax/default.asp>.

Estimates

No Cash Receipts **Partially Indeterminate Cash Receipts** **Indeterminate Cash Receipts**

Name of Tax or Fee	Acct Code												
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Agency Preparation: Shawn Eckhart	Phone: 360-596-4083	Date: 1/18/2024 1:49:27 pm
Agency Approval: Mario Buono	Phone: (360) 596-4046	Date: 1/18/2024 1:49:27 pm
OFM Review:	Phone:	Date:



Ten-Year Analysis

Bill Number 2153 HB	Title Catalytic converter theft	Agency 227 Criminal Justice Training Commission
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This ten-year analysis is limited to agency estimated cash receipts associated with the proposed tax or fee increases. The Office of Financial Management ten-year projection can be found at <http://www.ofm.wa.gov/tax/default.asp>.

Estimates

No Cash Receipts

 Partially Indeterminate Cash Receipts

 Indeterminate Cash Receipts

Name of Tax or Fee	Acct Code												
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Agency Preparation: Brian Elliott	Phone: 206-835-7337	Date: 1/11/2024 2:20:00 pm
Agency Approval: Brian Elliott	Phone: 206-835-7337	Date: 1/11/2024 2:20:00 pm
OFM Review:	Phone:	Date:



Ten-Year Analysis

Bill Number 2153 HB	Title Catalytic converter theft	Agency 240 Department of Licensing
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This ten-year analysis is limited to agency estimated cash receipts associated with the proposed tax or fee increases. The Office of Financial Management ten-year projection can be found at <http://www.ofm.wa.gov/tax/default.asp>.

Estimates

No Cash Receipts

 Partially Indeterminate Cash Receipts

 Indeterminate Cash Receipts

Estimated Cash Receipts

Name of Tax or Fee	Acct Code	Fiscal Year 2024	Fiscal Year 2025	Fiscal Year 2026	Fiscal Year 2027	Fiscal Year 2028	Fiscal Year 2029	Fiscal Year 2030	Fiscal Year 2031	Fiscal Year 2032	Fiscal Year 2033	2024-33 TOTAL
	081	24,000	111,000	111,000	111,000	111,000	111,000	111,000	111,000	111,000	111,000	1,023,000
Total		24,000	111,000	111,000	111,000	111,000	111,000	111,000	111,000	111,000	111,000	1,023,000
Biennial Totals		135,000	222,000		222,000		222,000		222,000		1,023,000	

Narrative Explanation (Required for Indeterminate Cash Receipts)

This bill would increase revenue collected by the Department of Licensing. Section 20 of this bill would add a \$500 catalytic converter inspection fee to wrecker licenses collected by DOL. Section 16 of this bill would add a \$500 catalytic converter fee to scrap processor licenses collected by DOL. This bill would increase DOL revenue collections by \$24,000 in FY 24 and \$110,500 in FY 25 the first full year of collections.

Agency Preparation: Gina Rogers	Phone: 360-634-5036	Date: 1/15/2024 11:37:45 am
Agency Approval: Collin Ashley	Phone: (564) 669-9190	Date: 1/15/2024 11:37:45 am
OFM Review:	Phone:	Date:



Ten-Year Analysis

Bill Number 2153 HB	Title Catalytic converter theft	Agency 307 Department of Children, Youth, and Families
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This ten-year analysis is limited to agency estimated cash receipts associated with the proposed tax or fee increases. The Office of Financial Management ten-year projection can be found at <http://www.ofm.wa.gov/tax/default.asp>.

Estimates

No Cash Receipts

 Partially Indeterminate Cash Receipts

 Indeterminate Cash Receipts

Name of Tax or Fee	Acct Code											

Agency Preparation: Wendy Polzin	Phone: 2066702667	Date: 1/17/2024 11:04:18 an
Agency Approval: Sarah Emmans	Phone: 360-628-1524	Date: 1/17/2024 11:04:18 an
OFM Review:	Phone:	Date:



Ten-Year Analysis

Bill Number 2153 HB	Title Catalytic converter theft	Agency 310 Department of Corrections
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This ten-year analysis is limited to agency estimated cash receipts associated with the proposed tax or fee increases. The Office of Financial Management ten-year projection can be found at <http://www.ofm.wa.gov/tax/default.asp>.

Estimates

No Cash Receipts **Partially Indeterminate Cash Receipts** **Indeterminate Cash Receipts**

Name of Tax or Fee	Acct Code												
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Agency Preparation: Ellen Hafer	Phone: (360) 725-8428	Date: 1/24/2024 6:54:47 am
Agency Approval: Michael Steenhout	Phone: (360) 789-0480	Date: 1/24/2024 6:54:47 am
OFM Review:	Phone:	Date:



Ten-Year Analysis

Bill Number 2153 HB	Title Catalytic converter theft	Agency 365 Washington State University
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This ten-year analysis is limited to agency estimated cash receipts associated with the proposed tax or fee increases. The Office of Financial Management ten-year projection can be found at <http://www.ofm.wa.gov/tax/default.asp>.

Estimates

No Cash Receipts **Partially Indeterminate Cash Receipts** **Indeterminate Cash Receipts**

Name of Tax or Fee	Acct Code												
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Agency Preparation: Emily Green	Phone: 5093359681	Date: 1/16/2024 7:46:39 pm
Agency Approval: Chris Jones	Phone: 509-335-9682	Date: 1/16/2024 7:46:39 pm
OFM Review:	Phone:	Date: