

# Multiple Agency Fiscal Note Summary

<b>Bill Number:</b> 2384 HB	<b>Title:</b> Traffic safety cameras
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## Estimated Cash Receipts

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

Agency Name	2023-25		2025-27		2027-29	
	GF- State	Total	GF- State	Total	GF- State	Total
Local Gov. Courts						
Loc School dist-SPI						
Local Gov. Other	Non-zero but indeterminate cost and/or savings. Please see discussion.					
Local Gov. Total						

## Estimated Operating Expenditures

Agency Name	2023-25				2025-27				2027-29			
	FTEs	GF-State	NGF-Outlook	Total	FTEs	GF-State	NGF-Outlook	Total	FTEs	GF-State	NGF-Outlook	Total
Washington State Patrol	.0	0	0	0	.0	0	0	0	.0	0	0	0
Traffic Safety Commission	.0	0	0	0	.0	0	0	0	.0	0	0	0
Department of Licensing	Non-zero but indeterminate cost and/or savings. Please see discussion.											
Department of Social and Health Services	.0	0	0	0	.0	0	0	0	.0	0	0	0
Department of Transportation	.0	0	0	0	.0	0	0	0	.0	0	0	0
<b>Total \$</b>	0.0	0	0	0	0.0	0	0	0	0.0	0	0	0

Agency Name	2023-25			2025-27			2027-29		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total
Local Gov. Courts									
Loc School dist-SPI									
Local Gov. Other	Non-zero but indeterminate cost and/or savings. Please see discussion.								
Local Gov. Total									

## Estimated Capital Budget Expenditures

Agency Name	2023-25			2025-27			2027-29		
	FTEs	Bonds	Total	FTEs	Bonds	Total	FTEs	Bonds	Total
Washington State Patrol	.0	0	0	.0	0	0	.0	0	0
Traffic Safety Commission	.0	0	0	.0	0	0	.0	0	0
Department of Licensing	.0	0	0	.0	0	0	.0	0	0
Department of Social and Health Services	.0	0	0	.0	0	0	.0	0	0
Department of Transportation	.0	0	0	.0	0	0	.0	0	0
<b>Total \$</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

Agency Name	2023-25			2025-27			2027-29		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total
Local Gov. Courts									
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

<b>Prepared by:</b> Tiffany West, OFM	<b>Phone:</b> (360) 890-2653	<b>Date Published:</b> Final 1/24/2024
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# Individual State Agency Fiscal Note

<b>Bill Number:</b> 2384 HB	<b>Title:</b> Traffic safety cameras	<b>Agency:</b> 225-Washington State Patrol
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**Part I: Estimates**

**No Fiscal Impact**

**Estimated Cash Receipts to:**

NONE

**Estimated Operating Expenditures from:**

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: Beth Redfield	Phone: 360-786-7140	Date: 01/15/2024
Agency Preparation: Shawn Eckhart	Phone: 360-596-4083	Date: 01/16/2024
Agency Approval: Shawn Eckhart	Phone: 360-596-4083	Date: 01/16/2024
OFM Review: Tiffany West	Phone: (360) 890-2653	Date: 01/16/2024

## Part II: Narrative Explanation

### II. A - Brief Description Of What The Measure Does That Has Fiscal Impact

*Significant provisions of the bill and any related workload or policy assumptions that have revenue or expenditure impact on the responding agency by section number.*

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

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

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

### II. B - Cash receipts Impact

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

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

### II. C - Expenditures

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

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

## Part III: Expenditure Detail

### III. A - Operating Budget Expenditures

NONE

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

NONE

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

NONE

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

NONE

## Part IV: Capital Budget Impact

### IV. A - Capital Budget Expenditures

NONE

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

NONE

**IV. C - Capital Budget Breakout**

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

NONE

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

NONE

**Part V: New Rule Making Required**

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

# Individual State Agency Fiscal Note

<b>Bill Number:</b> 2384 HB	<b>Title:</b> Traffic safety cameras	<b>Agency:</b> 228-Traffic Safety 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: Beth Redfield	Phone: 360-786-7140	Date: 01/15/2024
Agency Preparation: Mark McKechnie	Phone: 3607259889	Date: 01/19/2024
Agency Approval: Mark McKechnie	Phone: 3607259889	Date: 01/19/2024
OFM Review: Tiffany West	Phone: (360) 890-2653	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.*

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

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

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

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

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

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

#### Summary of SB 5959

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

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

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

#### Section 2:

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

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

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

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

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

Section 5: Speed cameras

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

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

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

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

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

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

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

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

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

Indeterminate impact.

This bill would eliminate new revenues from traffic camera fines currently directed to the Cooper Jones Active Transportation Safety Account, under RCW 46.68.480 (Section10 below). The full revenue impact would depend upon additional decisions by the legislature on how to handle funds that are currently in the account.

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

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



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

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

## II. C - Expenditures

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

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

## Part III: Expenditure Detail

### III. A - Operating Budget Expenditures

NONE

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

NONE

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

NONE

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

NONE

## Part IV: Capital Budget Impact

### IV. A - Capital Budget Expenditures

NONE

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

NONE

### IV. C - Capital Budget Breakout

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

NONE

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

NONE

No impact.

## Part V: New Rule Making Required

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

# Individual State Agency Fiscal Note

<b>Bill Number:</b> 2384 HB	<b>Title:</b> Traffic safety cameras	<b>Agency:</b> 240-Department of Licensing
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## Part I: Estimates

No Fiscal Impact

**Estimated Cash Receipts to:**

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

**Estimated Operating Expenditures from:**

**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: Beth Redfield	Phone: 360-786-7140	Date: 01/15/2024
Agency Preparation: Don Arlow	Phone: (360) 902-3736	Date: 01/15/2024
Agency Approval: Collin Ashley	Phone: (564) 669-9190	Date: 01/15/2024
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 01/15/2024

## Part II: Narrative Explanation

### II. A - Brief Description Of What The Measure Does That Has Fiscal Impact

*Significant provisions of the bill and any related workload or policy assumptions that have revenue or expenditure impact on the responding agency by section number.*

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

### II. B - Cash receipts Impact

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

Please see attached fiscal note.

### II. C - Expenditures

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

Please see attached fiscal note.

## Part III: Expenditure Detail

### III. A - Operating Budget Expenditures

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

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

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

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

NONE

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

NONE

## Part IV: Capital Budget Impact

### IV. A - Capital Budget Expenditures

NONE

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

NONE

### IV. C - Capital Budget Breakout

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

NONE

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

NONE

## **Part V: New Rule Making Required**

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

# Individual State Agency Fiscal Note

Agency 240 – Department of Licensing

Bill Number: HB 2384

Bill Title: Traffic safety cameras

## Part 1: Estimates

No Fiscal Impact

### Estimated Cash Receipts:

INDETERMINATE; PLEASE SEE NARRATIVE

### Estimated Expenditures:

INDETERMINATE; PLEASE SEE NARRATIVE

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

Check applicable boxes and follow corresponding instructions.

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

Legislative Contact: Beth Redfield	Phone: (360) 786-7140	Date: 1/15/2024
Agency Preparation: Don Arlow	Phone: (360) 902-3736	Date: 1/15/2024
Agency Approval: Collin Ashley	Phone: (360) 634-5384	Date: 1/15/2024

Request #	1
Bill #	2384 HB

## **Part 2 – Explanation**

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

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

## **Part 3 – Expenditure Detail**

None.

## **Part 4 – Capital Budget Impact**

None.

## **Part 5 – New Rule Making Required**

None.

# Individual State Agency Fiscal Note

<b>Bill Number:</b> 2384 HB	<b>Title:</b> Traffic safety cameras	<b>Agency:</b> 300-Department of Social and Health Services
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## Part I: Estimates

**No Fiscal Impact**

**Estimated Cash Receipts to:**

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

**Estimated Operating Expenditures from:**

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: Beth Redfield	Phone: 360-786-7140	Date: 01/15/2024
Agency Preparation: Douglas Hoffer	Phone: 360-902-8187	Date: 01/22/2024
Agency Approval: Dan Winkley	Phone: 360-902-8236	Date: 01/22/2024
OFM Review: Breann Boggs	Phone: (360) 485-5716	Date: 01/22/2024

## Part II: Narrative Explanation

### II. A - Brief Description Of What The Measure Does That Has Fiscal Impact

*Significant provisions of the bill and any related workload or policy assumptions that have revenue or expenditure impact on the responding agency by section number.*

There is no fiscal impact on expenditures for the Department of Social and Health Services (DSHS). The bill explicitly authorizes cities and counties to use automated traffic safety cameras through ordinance adoption. Currently, a fee of \$5 is deposited into the Traumatic Brain Injury (TBI) Account for each traffic infraction. Under this proposal, infractions issued as civil penalties associated with a speed safety camera systems will not result in funds deposited into the TBI account. This will result in an indeterminate impact to cash receipts to the TBI account.

### 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 will result in an indeterminate impact to cash receipts. Under this proposal, infractions issued as civil penalties associated with a speed safety camera system will impact in funds deposited into the TBI account.

### II. C - Expenditures

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

## 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

<b>Bill Number:</b> 2384 HB	<b>Title:</b> Traffic safety cameras	<b>Agency:</b> 405-Department of Transportation
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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: Beth Redfield	Phone: 360-786-7140	Date: 01/15/2024
Agency Preparation: Dina Swires	Phone: 360-705-7297	Date: 01/22/2024
Agency Approval: Scott Zeller	Phone: 360-705-7290	Date: 01/22/2024
OFM Review: Maria Thomas	Phone: (360) 229-4717	Date: 01/22/2024

## Part II: Narrative Explanation

### II. A - Brief Description Of What The Measure Does That Has Fiscal Impact

*Significant provisions of the bill and any related workload or policy assumptions that have revenue or expenditure impact on the responding agency by section number.*

See attached WSDOT fiscal note.

### II. B - Cash receipts Impact

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

### II. C - Expenditures

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

## Part III: Expenditure Detail

### III. A - Operating Budget Expenditures

NONE

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

NONE

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

NONE

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

NONE

## Part IV: Capital Budget Impact

### IV. A - Capital Budget Expenditures

NONE

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

NONE

### IV. C - Capital Budget Breakout

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

NONE

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

NONE

**Part V: New Rule Making Required**

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

# Individual State Agency Fiscal Note

**Bill Number:** HB 2384    **Title:** Concerning Automated Traffic Safety Cameras    **Agency:** 405-Department of Transportation

## Part I: Estimates

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

No Fiscal Impact (Explain in section II. A)

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

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

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

Indeterminate Expenditure Impact (Explain in section II. C)

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

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

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

Capital budget impact, **complete Part IV**

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

Revised

## Agency Assumptions

N/A

## Agency Contacts:

Preparer: Dina Swires	Phone: 206-276-5763	Date: 1/19/2024
Approval: Scott Zeller	Phone: 360-464-0052	Date: 1/19/2024
Budget Manager: Robert Sirghie	Phone: 360-705-7546	Date: 1/19/2024

# Individual State Agency Fiscal Note

## Part II: Narrative Explanation

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

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

The proposed legislation House Bill (HB) 2384 would allow the use of automated traffic safety cameras in cities by ordinance over a population of 90,000. It also amends RCW 46.16A.120, 46.63.030, 46.63.075, and 46.68.480; adding new sections to chapter 46.63 RCW; and repealing RCW 46.63.170 to align with the proposed bill. This does not have a fiscal impact to the Transportation Operations Division (Program Q), nor the Safety Improvement Program (subprogram I2) at WSDOT. These cameras will likely lead to a reduction in crash severity in these cities and could have positive crash reductions on city streets as part of state highways. This may have indirect financial benefits to WSDOT related to reduced crash outcomes on state owned facilities immediately before and after the speed camera installations.

### II. B – Cash Receipts Impact

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

There are no cash receipts impact with the language in House Bill 2384 for the Transportation Operations Division.

### II. C - Expenditures

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

There are no expenditures to Transportation Operations Division (Program Q), nor the Safety Improvement Program (subprogram I2) at WSDOT with the language in House Bill 2384

## Part III: Expenditure Detail

### III. A - Expenditures by Object or Purpose

There are no expenditures to Transportation Operations Division (Program Q), nor the Safety Improvement Program (subprogram I2) at WSDOT with the language in House Bill 2384

## Part IV: Capital Budget Impact

There is no capital budget impact to Transportation Operations Division (Program Q), nor the Safety Improvement Program (subprogram I2) at WSDOT with the language in House Bill 2384

# Individual State Agency Fiscal Note

## **Part V: New Rule Making Required**

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

No new rule making is required for Transportation Operations Division (Program Q), nor the Safety Improvement Program (subprogram I2) at WSDOT with the language in House Bill 2384

# LOCAL GOVERNMENT FISCAL NOTE

Department of Commerce

Bill Number: 2384 HB

Title: Traffic safety cameras

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

### Legislation Impacts:

Cities: Indeterminate expenditure impact as a result of new reporting requirements; indeterminate revenue impact as a result of elimination of state remittance requirement

Counties:

Special Districts:

Specific jurisdictions only:

Variance occurs due to:

## Part II: Estimates

No fiscal impacts.

Expenditures represent one-time costs:

Legislation provides local option: Cities with more than 90,000 residents could use automated traffic safety cameras to detect certain other specified violations

Key variables cannot be estimated with certainty at this time: Amount of additional staff time required to comply with new reporting requirements statewide, if any; automatic traffic safety camera revenues that would otherwise be remitted to the state

### Estimated revenue impacts to:

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

### Estimated expenditure impacts to:

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

## Part III: Preparation and Approval

Fiscal Note Analyst: James Vogl	Phone: 360-480-9429	Date: 01/19/2024
Leg. Committee Contact: Beth Redfield	Phone: 360-786-7140	Date: 01/15/2024
Agency Approval: Alice Zillah	Phone: 360-725-5035	Date: 01/19/2024
OFM Review: Tiffany West	Phone: (360) 890-2653	Date: 01/19/2024



## **Part IV: Analysis**

### **A. SUMMARY OF BILL**

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

Sections 1 through 6 of the proposed legislation would each add new sections to chapter 46.63 RCW.

Section 1 would provide definitions for sections 2 through 6 of the bill.

Section 2 would specify that cities and counties may authorize the use of automated traffic safety cameras through an ordinance. Local legislative authorities would be required to prepare an analysis that includes specified equity considerations before installing new cameras or moving existing cameras. Cities and counties using automated traffic safety cameras would be required to post an annual report on their website, containing the number of crashes and citations for each camera location, the percentage of camera citation revenues used to cover the costs of the camera program and the uses of any citation revenue in excess of costs.

This section would also specify requirements concerning signage, citation procedures, permissible uses of citation revenue, and other administrative elements related to automated traffic safety cameras.

Section 3 would authorize the use of automated traffic safety cameras to detect stoplight violations.

Section 4 would authorize the use of automated traffic safety cameras to detect rail crossing violations.

Section 5 would authorize the use of automated traffic safety cameras to detect speed violations.

Section 6 would authorize cities with more than 90,000 residents to use automated traffic safety cameras to detect certain other specified traffic violations.

Sections 7 through 9 would replace references to RCW 46.63.170 with references to sections 2 through 6 of the proposed legislation.

Section 8 would authorize noncommissioned officers and designated public employees with sufficient training to review automated traffic safety camera infractions and issue citations.

Section 11 would repeal RCW 46.63.170 and various other session laws related to automated traffic safety cameras.

### **B. SUMMARY OF EXPENDITURE IMPACTS**

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

The proposed legislation would have an indeterminate impact on local government expenditures.

Cities and counties that currently operate automated traffic camera safety systems are already required to post an annual report of the number of traffic accidents that occurred at each location where an automated traffic safety camera is located as well as the number of notices of infraction issued for each camera. The proposed legislation would require such cities and counties to also post an annual report of the percentage of camera citation revenues used to cover the costs of the camera program and the uses of any citation revenue in excess of costs.

The Association of Washington Cities (AWC) reports that one large city surveyed indicated that complying with the new reporting requirements that the proposed legislation would create would not create additional expenditures. AWC indicates, however, that this may not be true for every city that operates an automated traffic camera safety system, especially small and medium sized cities.

Accordingly, the statewide expenditure impact of the new reporting requirements on local governments is indeterminate.

Section 6 of the proposed legislation would create a local option authorizing cities with more than 90,000 residents to use automated traffic safety cameras to detect certain other specified traffic violations. Currently, only cities with more than 500,000 residents are authorized to use automated traffic safety cameras to detect these specified traffic violations. Cities with between 90,000 and 500,000 residents that chose to exercise the local option to use automated traffic safety cameras to detect these traffic violations would incur associated construction and operating costs.

### **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 an indeterminate impact on local government revenues.

Currently, cities and counties that operate automated traffic safety camera systems to detect speed violations, stopping when traffic obstructed violations, stopping at intersection or crosswalk violations, public transportation only lane violations, or stopping or traveling in a restricted lane violations, are required under RCW 46.63.170 to remit 50% of noninterest revenue from these systems in excess of costs to the state. Section 11 of the proposed legislation would repeal RCW 46.63.170, meaning cities and counties that operate automated traffic safety camera systems would keep all revenue collected from these systems.

It is unknown how much revenue cities remit annually to the state under RCW 46.63.170, or what future revenues generated by automated traffic safety camera systems may be, however, so the local government revenue increase that would result from the proposed legislation is indeterminate. Section 2 would require that any traffic safety camera system revenue collected in excess of administrative and operating costs must be spent only for traffic safety purposes.

For reference, the City of Seattle reported collecting \$9,662,727 in fines from school zone speed safety camera violations in 2022.

#### **SOURCES:**

Association of Washington Cities

City of Seattle Automated Enforcement Report, 2022