Multiple Agency Fiscal Note Summary

Bill Number: 1596 E S HB PL	**Title:** Speeding

Estimated Cash Receipts

Agency Name	2025-27			2027-29			2029-31		
	GF-State	NGF-Outlook	Total	GF-State	NGF-Outlook	Total	GF-State	NGF-Outlook	Total
Office of State Treasurer	Non-zero but indeterminate cost and/or savings. Please see discussion.								
Department of Licensing	Non-zero but indeterminate cost and/or savings. Please see discussion.								
Total $	0	0	0	0	0	0	0	0	0

Agency Name	2025-27		2027-29		2029-31	
	GF- State	Total	GF- State	Total	GF- State	Total
Local Gov. Courts	Fiscal note not available					
Loc School dist-SPI						
Local Gov. Other						
Local Gov. Total						

Estimated Operating Expenditures

Agency Name	2025-27				2027-29				2029-31			
	FTEs	GF-State	NGF-Outlook	Total	FTEs	GF-State	NGF-Outlook	Total	FTEs	GF-State	NGF-Outlook	Total
Administrative Office of the Courts	Fiscal note not available											
Office of State Treasurer	.0	0	0	0	.0	0	0	0	.0	0	0	0
Washington State Patrol	.0	0	0	0	.0	3,137	3,137	75,956	.0	0	0	0
Department of Licensing	.0	0	0	1,068,000	1.0	0	0	634,000	1.0	0	0	262,000
Total $	**0.0**	**0**	**0**	**1,068,000**	**1.0**	**3,137**	**3,137**	**709,956**	**1.0**	**0**	**0**	**262,000**

Agency Name	2025-27			2027-29			2029-31		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total
Local Gov. Courts	Fiscal note not available								
Loc School dist-SPI									
Local Gov. Other									
Local Gov. Total									

Estimated Capital Budget Expenditures

Agency Name	2025-27			2027-29			2029-31		
	FTEs	Bonds	Total	FTEs	Bonds	Total	FTEs	Bonds	Total
Administrative Office of the Courts	Fiscal note not available								
Office of State Treasurer	.0	0	0	.0	0	0	.0	0	0
Washington State Patrol	.0	0	0	.0	0	0	.0	0	0
Department of Licensing	.0	0	0	.0	0	0	.0	0	0
Total $	**0.0**	**0**	**0**	**0.0**	**0**	**0**	**0.0**	**0**	**0**

Agency Name	2025-27			2027-29			2029-31		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total
Local Gov. Courts	Fiscal note not available								
Loc School dist-SPI									
Local Gov. Other									
Local Gov. Total									

Estimated Capital Budget Breakout

NONE

Prepared by: Kyle Siefering, OFM	**Phone:** (360) 995-3825	**Date Published:** Preliminary 5/11/2025

FNPID 75004

FNS029 Multi Agency rollup

Individual State Agency Fiscal Note

Bill Number: 1596 E S HB PL	Title: Speeding	Agency: 090-Office of State Treasurer

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:		Phone:	Date: 04/28/2025
Agency Preparation:	Mandy Kaplan	Phone: (360) 902-8977	Date: 04/28/2025
Agency Approval:	Dan Mason	Phone: (360) 902-8990	Date: 04/28/2025
OFM Review:	Megan Tudor	Phone: (360) 890-1722	Date: 04/30/2025

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.

ESHB 1596 PL creates the intelligent speed assistance device revolving account and allows the account to retain its earnings from investments.

There will be some de-minimis work for OST which can be completed within current practices and resources.

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.

Projected cash flows are currently unavailable; therefore, estimated earnings from investments are indeterminable.

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: 1596 E S HB PL	Title: Speeding	Agency: 225-Washington State Patrol

Part I: Estimates

☐ **No Fiscal Impact**

Estimated Cash Receipts to:

NONE

Estimated Operating Expenditures from:

	FY 2026	FY 2027	2025-27	2027-29	2029-31
Account					
General Fund-State 001-1	0	0	0	3,137	0
State Patrol Highway Account-State 081-1	0	0	0	72,819	0
Total $	0	0	0	75,956	0

Estimated Capital Budget Impact:

NONE

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

Check applicable boxes and follow corresponding instructions:

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

☐ If fiscal impact is less than $50,000 per fiscal year in the current biennium or in subsequent biennia, complete this page only (Part I).

☐ Capital budget impact, complete Part IV.

☐ Requires new rule making, complete Part V.

Legislative Contact:		Phone:	Date: 04/28/2025
Agency Preparation:	Megan Given	Phone: 360-596-4049	Date: 04/30/2025
Agency Approval:	Mario Buono	Phone: (360) 596-4046	Date: 04/30/2025
OFM Review:	Maria Thomas	Phone: (360) 229-4717	Date: 04/30/2025

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 passed version of the legislation changes the timing of the fiscal impact due to the change in the effective date.

The proposed legislation has a fiscal impact to the Washington State Patrol (WSP).

This bill sets new requirements and accountability for drivers with suspended licenses.

New Section 2 is added to RCW 46.04 defining excessive speeding as traveling 20 miles per hour or greater than the posted speed limit. The engrossed substitute version of this bill defines excessive speeding as 10 miles per hour over the limit if the limit is 40 mph or less, and 20 miles per hour over the limit if the limit is greater than 40 miles per hour.

New Section 3 is added to RCW 46.04 defining an intelligent speed assistance device as a technical device designed to be installed in a vehicle to monitor and prevent drivers from exceeding a preset speed limit.

New Section 4 of the substitute version replaces the definition of intelligent speed restricted driver's license provided in the previous version with conditions requiring the use of an intelligent speed assistance device, identifies driver responsibilities when operating a motor vehicle with a device installed, exempts employer owned vehicles unless the vehicle is assigned exclusively to the individual with the requirement, and outlines responsibility for related costs and fees.

New Section 5 defines who would obtain an intelligent speed restricted license as those with multiple moving violations, one of which is excessive speeding, or reckless driving that includes a conviction for racing.

New Section 5(3)(c) in the passed version states that all data collected must be securely maintained by the device company and not shared with third parties, unless ordered by court.

New Section 7 of the passed version is added to RCW 42.56 defining public records exemptions for any data collected by intelligent speed assistance devices.

New Section 18 of the passed version changes the effective date of January 1, 2029.

II. B - Cash receipts Impact

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

II. C - Expenditures

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

The engrossed substitute version of this bill does not alter the requirements. The proposed legislation will require training to be developed and given to our commissioned officers and cadets regarding speeding. We estimate that it will take 40 hours to research, develop, and review new training and policies. We also estimate that it will take five academy staff about 44 total hours to deliver the training to all commissioned officers and cadets. Each person receiving the training will need an estimated 30 minutes to complete it. We also expect it would take 2 hours of administrative time to verify compliance with training requirements and 2 hour of commander time to communicate compliance requirements and provide oversight of completion. We are authorized 1,120 employees who will need the training, bringing the total amount of hours needed to receive the training to about 560 hours. The total estimated cost to research, develop, review, give, and receive the training

required from this proposed legislation is $75,956 in FY29.

We base estimated salary expenditures on current levels for the positions requested per published salary schedules, plus proposed increases in ratified collective bargaining agreements and 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 base our estimate for agency indirect costs on the approved federal indirect cost rate of 31.34%. We apply this indirect cost rate percentage to all categories of expenditures with only two exceptions: capital equipment and the portion of each professional contract in excess of $25,000. Indirect costs include, but are not limited to, computer and telecommunications support, payroll processing, vendor payments, general accounting, procurement administration, inventory control, and human resource management.

The funding allocation of this proposal uses the results of the Joint Legislative Audit and Review Committee Cost Allocation model approved by both the Transportation and Omnibus Budget Committees in the 2024 Supplemental Budget. The model analyzes costs and relevant activities (hours, transactions, type of enforcement, etc.) of Washington State Patrol (WSP) organizations funded by two or more sources to ensure a consistent and fair use of state resources.

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2026	FY 2027	2025-27	2027-29	2029-31
001-1	General Fund	State	0	0	0	3,137	0
081-1	State Patrol Highway Account	State	0	0	0	72,819	0
		Total $	0	0	0	75,956	0

III. B - Expenditures by Object Or Purpose

	FY 2026	FY 2027	2025-27	2027-29	2029-31
FTE Staff Years					
A-Salaries and Wages				43,929	
B-Employee Benefits				13,903	
C-Professional Service Contracts					
E-Goods and Other Services					
G-Travel					
J-Capital Outlays					
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements					
9-Indirect Costs				18,124	
Total $	0	0	0	75,956	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

Bill Number: 1596 E S HB PL	Title: Speeding	Agency: 240-Department of Licensing

Part I: Estimates

☐ **No Fiscal Impact**

Estimated Cash Receipts to:

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

Estimated Operating Expenditures from:

	FY 2026	FY 2027	2025-27	2027-29	2029-31
FTE Staff Years	0.0	0.0	0.0	1.0	1.0
Account					
ISA Revolving Account-State New-1	272,000	796,000	1,068,000	634,000	262,000
Total $	272,000	796,000	1,068,000	634,000	262,000

Estimated Capital Budget Impact:

NONE

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

Check applicable boxes and follow corresponding instructions:

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

☐ If fiscal impact is less than $50,000 per fiscal year in the current biennium or in subsequent biennia, complete this page only (Part I).

☐ Capital budget impact, complete Part IV.

☐ Requires new rule making, complete Part V.

Legislative Contact:		Phone:	Date: 04/28/2025
Agency Preparation:	Oliver Einarsson	Phone: 3606345462	Date: 04/30/2025
Agency Approval:	Gerrit Eades	Phone: (360) 902-3931	Date: 04/30/2025
OFM Review:	Kyle Siefering	Phone: (360) 995-3825	Date: 05/11/2025

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.

Changes from ESHB 1596 To ESHB PL 1596

- Clarifies that data collected through ISA devices are exempt from disclosure
- Clarifies liability around the installation, manufacturing, and distribution of vehicles and ISA devices.
- Changes the effective date to January 1, 2029.

This change did not cause additional fiscal impacts from the previous version.

Section 4: Requires certain drivers to have an ISA device based on their license type or court order and outlines costs and responsibilities, including exemptions for employer vehicles.

Section 5: Details the application process for an ISA device, including requirements for override functions and background checks for those involved in device installation and maintenance.

Section 6: Makes tampering with or assisting in tampering with an ISA device a gross misdemeanor, with exceptions for safety or repairs.

Section 7: States that any data collected with an ISA devices is exempt from disclosure.

Section 8: Allows courts to impose an ISA device requirement for excessive speeding offenses as part of probation.

Section 9: Establishes ISA Device Revolving Account to manage fees collected from ISA devices, used to support the program and safety initiatives.

Section 12: Requires an ISA device during the first 120 days of probation for excessive speeding violations and holds drivers accountable for safe operation.

Section 13: Stipulates that drivers applying for a TRL or ORL due and have violations involving excessive speed must not operate a vehicle where an ISA is not installed.

Section 14: Requires an ISA device during a 150-day probation period following excessive speeding suspension and adds penalties for violations.

Section 17: Adds the ISA device requirements from Sections 4-6 to chapter 46.20 RCW.

Section 18: Sets the effective date as January 1, 2029.

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.

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.

See attached fiscal note.

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2026	FY 2027	2025-27	2027-29	2029-31
New-1	ISA Revolving Account	State	272,000	796,000	1,068,000	634,000	262,000
		Total $	272,000	796,000	1,068,000	634,000	262,000

III. B - Expenditures by Object Or Purpose

	FY 2026	FY 2027	2025-27	2027-29	2029-31
FTE Staff Years				1.0	1.0
A-Salaries and Wages				134,000	134,000
B-Employee Benefits				52,000	52,000
C-Professional Service Contracts					
E-Goods and Other Services	272,000	796,000	1,068,000	448,000	76,000
G-Travel					
J-Capital Outlays					
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements					
9-					
Total $	272,000	796,000	1,068,000	634,000	262,000

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 2026	FY 2027	2025-27	2027-29	2029-31
Licensing Services Representative 1	58,376				0.6	0.6
Licensing Services Representative 3	67,720				0.2	0.2
Tax Policy Specialist 2	91,068				0.2	0.2
Total FTEs					1.0	1.0

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: ESHB PL 1596 Bill Title: Speeding

Part 1: Estimates

☐ **No Fiscal Impact**

Estimated Cash Receipts:

INDETERMINATE; PLEASE SEE NARRATIVE

Estimated Expenditures:

Object of Expenditure		FY 26	FY 27	25-27 Total	27-29 Total	29-31 Total
FTE Staff Years		0.0	0.0	0.0	1.0	1.0
Operating Expenditures	**Fund**	**FY 26**	**FY 27**	**25-27 Total**	**27-29 Total**	**29-31 Total**
ISA Revolving Account	NW1	272,000	796,000	1,068,000	634,000	262,000
Account Totals		**272,000**	**796,000**	**1,068,000**	**634,000**	**262,000**

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

Check applicable boxes and follow corresponding instructions.

☐ If the fiscal impact is **less than $50,000** per fiscal year in the current biennium or in subsequent biennia, complete this page only (Part I).

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

☐ Capital budget impact, complete Part IV.

☒ Requires new rule making, complete Part V.

Legislative Contact:	Phone:	Date:
Agency Preparation: Oliver Einarsson	Phone: (360) 634-5462	Date: 4/30/2025
Agency Approval: Gerrit Eades	Phone: (360) 867-8233	Date: 4/30/2025

Request #	1
Bill #	1596 ESHB PL

Part 2 – Explanation

This bill establishes the usage of an Intelligent Speed Assistance (ISA) device in the State of Washington. Some of the provisions of this proposal are as follows:

- Stipulates a person may not drive a motor vehicle, unless it is equipped with an intelligent speed assistance (ISA) device, if the device is required for:
    - Issuance of a temporary restricted driver's license or an occupational driver's license, under the terms of RCW 46.20.391(4);
    - Under the applicable terms of probation under RCW 46.20.2892(1) or 46.61.500(4); or
    - Pursuant to court order under section 7 of this act or RCW 10.21.030.
- Establishes the ISA Revolving Account and applicable fees which shall be deposited into the account as well as parameters around expenditures.

Outlines penalties for violations when an ISA device has been required.

This act takes effect January 1, 2029.

Changes from ESHB 1596 To ESHB PL 1596

- Clarifies that data collected through ISA devices are exempt from disclosure
- Clarifies liability around the installation, manufacturing, and distribution of vehicles and ISA devices.
- Changes the effective date to January 1, 2029.

This change did not cause additional fiscal impacts from the previous version.

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

Section 4: Requires certain drivers to have an ISA device based on their license type or court order and outlines costs and responsibilities, including exemptions for employer vehicles.

Section 5: Details the application process for an ISA device, including requirements for override functions and background checks for those involved in device installation and maintenance.

Section 6: Makes tampering with or assisting in tampering with an ISA device a gross misdemeanor, with exceptions for safety or repairs.

Section 7: States that any data collected with an ISA devices is exempt from disclosure.

Section 8: Allows courts to impose an ISA device requirement for excessive speeding offenses as part of probation.

Section 9: Establishes ISA Device Revolving Account to manage fees collected from ISA devices, used to support the program and safety initiatives.

Section 12: Requires an ISA device during the first 120 days of probation for excessive speeding violations and holds drivers accountable for safe operation.

Section 13: Stipulates that drivers applying for a TRL or ORL due and have violations involving excessive speed must not operate a vehicle where an ISA is not installed.

Section 14: Requires an ISA device during a 150-day probation period following excessive speeding suspension and adds penalties for violations.

Section 17: Adds the ISA device requirements from Sections 4-6 to chapter 46.20 RCW.

Section 18: Sets the effective date as January 1, 2029.

2.B - Cash receipts Impact

Cash receipts impacts are indeterminate. This bill establishes enforcement and compliance criteria for the ISA device and ISA restricted license. In addition, the bill establishes the ISA revolving account and will require a new revenue forecast. Revenue impact is positive, but indeterminate due to the lack of data on traffic violation records of excessive speeding and racing.

2.C – Expenditures

This bill is expected to have a fiscal impact on operations beginning in 2028. DOL estimates an additional .6 FTE at the Licensing Service Representative 1 to process anticipated number of applications. In addition, a .2 FTE at the Licensing Service Representative 3 level to review a percentage of the applications for quality control. The conclusion on the additional FTE needed is based on the computations below:

- Computation for .6 Licensing Services Representatives 1 FTEs:
    - Restricted License (RESL) applications:
        - Touch time - 7 minutes
        - 3,042 applications per year
        - 7 x 3,042 = 21,294 minutes per year
        - 21,294/88,320 (minutes per year for 1.0 FTE) = .24 FTE LSR1
    - Financial assistance applications:
        - Touch time – 7 minutes
        - 4,537 applications per year
        - 7 x 4,537 = 31,759 minutes per year
        - 31,759/88,320 (minutes per year for 1.0 FTE) = 0.36 FTE LSR1
- Computation for the .2 Licensing Services Representatives 3 FTE:
    - For quality assurance/quality control of applications. This calculation is based on similar bills previously proposed that would require LSR1's to process similar applications.

Other assumed operational impacts include but are not limited to:

- Establish the new ISA RESL process.
- Establish process for verification of eligibility requirements when processing applications.
- Application updates for RESL and financial assistance.
- Updates to forms, letters and webpages.
- Establish a new restricted license credential.

- Updates to abstract driving records (ADR) to reflect the new ISA restricted license as a status and restriction.
- Training for business partners such as courts and law enforcement.
- Establish a new form allowing vendors to submit ISA data manually.
- Establish a waiver process similar to the ignition interlock device.

In addition, since this bill establishes a new revolving account, an additional .2 FTE at the Tax Policy Specialist 2 level was included for DOL's Forecasting office for monitoring, forecasting and allotment of revenue associated with ISA.

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	2026	2027	2028	2029	2030	2031	Total Cost
TESTER	Test to verify individual components meet requirements; ensure that other business transactions have not been impacted.	$ 27,144	67,500	195,600	74,700	17,800	-	-	355,600
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	13,100	38,200	14,600	3,500	-	-	69,400
PROJECT MANAGER	Manage schedule and contracts	$ 35,037	18,000	52,000	19,900	4,700	-	-	94,600
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	6,800	19,600	7,500	1,800	-	-	35,700
SERVER & NETWROK SUPPORT	Services such as network infrastructure, cloud infrastructure, firewall and load balancing. Installations, maintenance, troubleshooting of server systems, and management of Windows-based systems to ensure reliability for clients.	$ 19,836	-	2,000	2,000	2,000	2,000	2,000	10,000
DEVELOPERS	Modify programming and coding to all major systems	$ 22,968	5,700	21,000	10,900	6,100	4,600	4,600	52,900
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.	$ 38,454	118,400	342,600	130,800	31,100	-	-	622,900
TRAINER	Trains business partners and employees in new system processes and capabilities.	$ 27,144	18,100	52,300	20,000	4,800	-	-	95,200
PROJECT CONTINGENCY	Office of the Chief Information Officer designated rate of 10%	$ 27,394	24,800	72,300	28,000	7,200	700	700	133,700
Totals			**272,400**	**795,600**	**308,400**	**79,000**	**7,300**	**7,300**	**1,470,000**

These figures are calculated and rounded to 100th value

What DOL will implement:

- Control: New logic and validations for intelligent speed assistance device program that includes:
  - New user interface to view device installation details.
  - Require probation of the driver following the suspension.

        - Add an additional suspension for violation during the probation period.
    - When requirement ends, the restriction must be ceased following the rules currently used for ceasing restrictions.
- Issuance: Issuance of restricted driver's licenses with the intelligent speed assistance device in DRIVES including work items.
- New case for customer requesting issuance of a license with the new intelligent speed assistance device restriction, including:
    - New logic to identify customer eligibility and meeting requirements based on driver record, including a work item when needed, approval, or denial (hard stop).
    - Identify when a speeding, racing, and reckless violation code are used to determine eligibility.
    - Not allow issuance for commercial driving offenses.
    - New batch process to issue a license with the new restriction once a case is reviewed and approved.
    - New case type for administrative hearing.
    - Ability to waive the requirements under certain conditions for out of state residents.
- Vendors:
    - New service for vendors who install intelligent speed assistance devices, including status.
    - New billing option for vendors to submit funds to the department.
    - Manual process to allow entry of intelligent speed assistance device installation outside of the webservice.
    - New jobs, cases, and letters for application and renewal, and report for approving and maintaining vendors eligible to install intelligent speed assistance devices.
- Interface testing and modifications to accept new values and restrictions:
    - Central Issuance System.
    - Washington State Patrol.
    - Administrator of the Courts.
    - Data brokers.
- Add speed details to applicable RCWs, including stream and control changes.
- Modify/new indigency case for customers requesting financial assistance for intelligent speed assistance device installation.
- New and updated letters.
    - Indigency case approval/denial.
    - Restricted license application.
    - Abstract Driving Record updated to reflect restricted license status and new restrictions.
- New/updated report.
- New logic to waive the intelligent speed assistance restriction, if it is not available in another state (75-mile radius of the driver's residence for out-of-state only).
- Update to restricted license application in License Express and website.
    - Update relevant information to the restricted license for check status.

- ONGOING MAINTENACE
- Ongoing monthly maintenance for new service.

- SECURITY ASSESSMENT
- Security assessment of new service.

Support Services:

Agency Administrative Overhead is included at a rate of 24.8 percent of the direct program costs. This funding received covers agency-wide functions such as vendor payments, contract administration, financial management, mail processing, equipment management, help desk support, and technical assistance to DOL employees. These indirect costs are shown under object E.

Part 3 – Expenditure Detail

3.A – Operating Budget Expenditures

Operating Expenditures	Fund	FY 26	FY 27	25-27 Total	27-29 Total	29-31 Total
ISA Revolving Account	NW1	272,000	796,000	1,068,000	634,000	262,000
Account Totals		**272,000**	**796,000**	**1,068,000**	**634,000**	**262,000**

3.B – Expenditures by Object or Purpose

Object of Expenditure	FY 26	FY 27	25-27 Total	27-29 Total	29-31 Total
FTE Staff Years	0.0	0.0	0.0	1.0	1.0
Salaries and Wages	-	-	-	134,000	134,000
Employee Benefits	-	-	-	52,000	52,000
Goods and Services	272,000	796,000	1,068,000	448,000	76,000
Total By Object Type	**272,000**	**796,000**	**1,068,000**	**634,000**	**262,000**

3.C – FTE Detail

Staffing	Salary	FY 26	FY 27	25-27 Total	27-29 Total	29-31 Total
Licensing Services Representative 1	58,376	0.0	0.0	0.0	0.6	0.6
Licensing Services Representative 3	67,720	0.0	0.0	0.0	0.2	0.2
Tax Policy Specialist 2	91,068	0.0	0.0	0.0	0.2	0.2
Total FTE		**0.0**	**0.0**	**0.0**	**1.0**	**1.0**

Part 4 – Capital Budget Impact

None.

Part 5 – New Rule Making Required

The following action will be needed to implement this bill:

- Allows a person to request an administrative hearing, as provided by DOL rule, if they would like to contest DOL's decision (may need to either amend existing Hearings Rules to include ISAs or include them under potential new WAC)
- Enables DOL to issue rules around requirements for an ISA device as outlined in Section 4.
- Enables Department to issue rules regarding the application process and eligibility under Section 5.

DOL will use existing resources for rulemaking.

Multiple Agency Ten-Year Analysis Summary

Bill Number	Title
1596 E S HB PL	Speeding

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

Estimated Cash Receipts

Office of State Treasurer	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
Department of Licensing Indeterminate Impact	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Ten-Year Analysis

Bill Number	Title	Agency
1596 E S HB PL	Speeding	090 Office of State Treasurer

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

[X] **No Cash Receipts** [ ] **Partially Indeterminate Cash Receipts** [ ] **Indeterminate Cash Receipts**

Name of Tax or Fee	Acct Code											

Agency Preparation:	Mandy Kaplan	Phone:	(360) 902-8977	Date:	4/28/2025 4:08:31 pm
Agency Approval:	Dan Mason	Phone:	(360) 902-8990	Date:	4/28/2025 4:08:31 pm
OFM Review:		Phone:		Date:	

Ten-Year Analysis

Bill Number	Title	Agency
1596 E S HB PL	Speeding	225 Washington State Patrol

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

[X] **No Cash Receipts** [ ] **Partially Indeterminate Cash Receipts** [ ] **Indeterminate Cash Receipts**

Name of Tax or Fee	Acct Code											

Agency Preparation:	Megan Given	Phone:	360-596-4049	Date:	4/30/2025 1:30:16 pm
Agency Approval:	Mario Buono	Phone:	(360) 596-4046	Date:	4/30/2025 1:30:16 pm
OFM Review:		Phone:		Date:	

Ten-Year Analysis

Bill Number	Title	Agency
1596 E S HB PL	Speeding	240 Department of Licensing

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											
Total												

Biennial Totals

Narrative Explanation (Required for Indeterminate Cash Receipts)

Cash receipts impacts are indeterminate. This bill establishes enforcement and compliance criteria for the ISA device and ISA restricted license. In addition, the bill establishes the ISA revolving account and will require a new revenue forecast. Revenue impact is positive, but indeterminate due to the lack of data on traffic violation records of excessive speeding and racing.

Agency Preparation: Oliver Einarsson	Phone: 3606345462	Date: 4/30/2025 10:00:31 an
Agency Approval: Gerrit Eades	Phone: (360) 902-3931	Date: 4/30/2025 10:00:31 an
OFM Review:	Phone:	Date: