

# Judicial Impact Fiscal Note

<b>Bill Number:</b> 2627 HB	<b>Title:</b> Young driver safety training	<b>Agency:</b> 055-Admin Office of the Courts
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## Part I: Estimates

**No Fiscal Impact**

*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 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.

Legislative Contact: Cecilia Clynych	Phone: 360-786-7195	Date: 01/21/2016
Agency Preparation: Sam Knutson	Phone: 3607045528	Date: 01/25/2016
Agency Approval: Ramsey Radwan	Phone: 360-357-2406	Date: 01/25/2016
OFM Review:	Phone:	Date:

Request # 2627 HB-1

## **Part II: Narrative Explanation**

This bill would establish the “Alive at Twenty-Five” act. The “Alive at Twenty-Five” program would be a young driver safety training program based on the National Safety Council’s “Alive at Twenty-Five” defensive driving course. The young driver safety training program would be established and designed specifically for young drivers to instruct, educate, and inform persons who attend the program on defensive driving techniques and other strategies for staying safe on the road.

The bill would authorize local governments to establish a young driver safety training program and authorize courts to require attendance at the training program by drivers younger than twenty-five years old.

### **Part II.A – Brief Description of what the Measure does that has fiscal impact on the Courts**

If enacted, this bill would add a new chapter to RCW 46 (Motor Vehicles), establishing the “Alive at Twenty-Five” act, authorizing local governments to create and use a young driver safety training program created by the National Safety Council.

Section 6(1) would authorize the courts to order a person who is between sixteen and twenty-five years old to attend a young driver safety training program for a training session as a condition on the suspension or deferral of entry of a court order or as part of a sentence imposed following a conviction for: (a) racing, (b) speed too fast for conditions, (c) speed in excess of maximum limit, or (d) failure to stop.

Section 6(2) would direct that courts could not order a person to attend a young driver safety training program unless the program were offered within a reasonable distance from the person’s residence.

Section 6(3) would establish time limits for attendance of the young driver safety program. Failure to attend a training program session within thirty days after the court sentence or order is put in place, or failure to attend the next session with space available if longer than thirty days after the sentence or order is put in place, unless for good cause shown, results in termination of the deferral.

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

No cash receipt impact.

### **II.C – Expenditures**

No expenditure impact. Ordering participation would be handled like any other case condition, and cases would be monitored as is currently done (for example, juvenile probation or court monitoring). A new case condition code and new referral disposition code would be required, but would be added during routine system maintenance.