

# Judicial Impact Fiscal Note

<b>Bill Number:</b> 1371 HB	<b>Title:</b> Distracted driving	<b>Agency:</b> 055-Administrative Office of the Courts
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## Part I: Estimates

**No Fiscal Impact**

**Estimated Cash Receipts to:**

**Non-zero but indeterminate cost. Please see discussion.**

**Estimated Expenditures from:**

COUNTY	FY 2018	FY 2019	2017-19	2019-21	2021-23
County FTE Staff Years					
<b>Account</b>					
Local - Counties					
Counties Subtotal \$					
CITY	FY 2018	FY 2019	2017-19	2019-21	2021-23
City FTE Staff Years					
<b>Account</b>					
Local - Cities					
Cities Subtotal \$					
Local Subtotal \$					
Total Estimated Expenditures \$					

*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.

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Request # 1371 HB-1

## Part II: Narrative Explanation

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

HB 1371 would repeal the definitions of using a wireless communication devices or handheld mobile devices while driving and sending, reading or writing a text message while driving established under RCW's 46.61.667 and 46.61.668. This bill purposes a consolidation of the two definitions in a new section in title 46 and seeks to double the penalty for subsequent offenders under the new section.

### II. B - Cash Receipts Impact

The proposed legislation would double the base penalty amount for a second offense. Doubling the base penalty would increase the fine by \$99. The average number of two or more infractions for RCW 46.61.667 and RCW 46.61.668 for the past three years was 510 with a 29% reduction from 2015 to 2016 and a projected reduction in 2017 by another 20%. If the average of 510 was used, the potential increase in revenue would be \$50,490 (510 x \$99). However, the assumption is that the number of second offenses will continue to decline because of the legislation. The two repealed RCWs stated that the infraction would not become part of the driving record, but the new proposed language does not state the same thing so it is implied that it would be treated like other traffic infractions and would become part of the driving record. Therefore, under the proposed bill, it is assumed there would be a minimal increase in infraction revenue.

### II. C - Expenditures

## Part III: Expenditure Detail

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

<i>State</i>	FY 2018	FY 2019	2017-19	2019-21	2021-23
FTE Staff Years					
Salaries and Wages					
Employee Benefits					
Professional Service Contracts					
Goods and Other Services					
Travel					
Capital Outlays					
Inter Agency/Fund Transfers					
Grants, Benefits & Client Services					
Debt Service					
Interagency Reimbursements					
Intra-Agency Reimbursements					
<b>Total \$</b>					

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

<i>County</i>	FY 2018	FY 2019	2017-19	2019-21	2021-23
FTE Staff Years					
Salaries and Benefits					
Capital					
Other					
<b>Total \$</b>					

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

<i>City</i>	FY 2018	FY 2019	2017-19	2019-21	2021-23
FTE Staff Years					
Salaries and Benefits					
Capital					
Other					
<b>Total \$</b>					

**Part IV: Capital Budget Impact**