

JUDICIAL IMPACT FISCAL NOTE

Bill Number: 2900 HB	Title: Vulnerable Roadway Users	Agency: 055 – Administrative Office of the Courts (AOC)
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Part I: Estimate

☐ No Fiscal Impact

Estimated Cash Receipts to:

	FY 2018	FY 2019	2017-19	2019-21	2021-23
			INDETERMINATE		
Total:					

Estimated Expenditures from:

STATE	FY 2018	FY 2019	2017-19	2019-21	2021-23
FTE – Staff Years					
Account		INDETERMINATE			
General Fund – State (001-1)					
State Subtotal					
COUNTY					
County FTE Staff Years					
Account					
Local - Counties					
Counties Subtotal					
CITY					
City FTE Staff Years					
Account					
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.

Legislative Contact:	Phone:	Date:
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Agency Approval: Ramsey Radwan	Phone: 360-357-2406	Date:
OFM Review:	Phone:	Date:

Part II: Narrative Explanation

This bill would assess additional fines on person who commit a traffic infraction against a vulnerable roadway user. The additional fine would be deposited into the newly created vulnerable roadway user education account.

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

RCW 46.61.145 – Following too closely; RCW 46.61.180 – Vehicle approaching intersection; RCW 46.61.185 – Vehicle turning left; RCW 46.61.190 – Vehicle entering stop or yield intersection; RCW 46.61.195 – Arterial highways designated – stopping on entering; RCW 46.61.200 – Stop intersections other than arterial may be designated; and RCW 46.61.205 – Vehicle entering highway from private road or driveway would all be assessed an additional \$48 when the violation is determined to have occurred due to that motor vehicle's proximity to a vulnerable user of a public way. This fine may not be waived, reduced or suspended and is not subject to the additional fees and assessments that the base penalty for this violation is subject to under RCW 2.68.040, 3.62.090 and 46.63.110.

For the purpose of this section, "vulnerable user of a public way" has the same meaning as provided in RCW 46.61.526(11)(c).

The additional fine imposed must be deposited into the newly created vulnerable roadway user education account.

II.B - Cash Receipt Impact

The cash receipt impact is indeterminate. Using data from the past three years, there were an average of 39,179 citations for the RCWs referenced in the bill. Of those, an average of 14,227 were paid with no court appearance. Another 15,627 were paid after going to court. There is no data to estimate how many of the citations would have included the additional fine. For the purposes of this analysis, if 10% included the additional fine and it is not waivable, then the amount collected could be \$143,000. If 25% included the additional fine and it is not waivable, then the amount collected could be \$358,000. However, it is assumed that because the fine would be more, there would be less people paying the citation and more taking it to court where it could be dismissed.

II.C – Expenditures

Using data from the past three years, there were an average of 39,179 citations for the RCWs referenced in the bill. Of those, an average of 24,952 took the citation to court. Because the fine would be more, it is assumed that more people would go to court. For the purposes of this analysis, if 10% of the citations included the additional fine, it is assumed that more people would take the citation to court. For the purposes of this analysis, if 10% included the additional fine and assuming 50% of those would go to court, there is the possibility that another 700 cases would be heard in court. If 25% included the additional fine and assuming 50% of those would go to court, there is the possibility that another 1,700 would be heard in court. It is unlikely that statewide the cost to the courts would be more than \$50,000, however, if there are more cases for these traffic infractions, this could cause backlog in some courts.