

Multiple Agency Fiscal Note Summary

Bill Number: 1487 HB	Title: Right shoulder/motorcycles
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Estimated Cash Receipts

NONE

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	.3	0	0	209,000	.0	0	0	0	.0	0	0	0
Department of Transportation	.0	0	0	13,600,000	.0	0	0	13,600,000	.0	0	0	13,600,000
Department of Transportation	In addition to the estimate above, there are additional indeterminate costs and/or savings. Please see individual fiscal note.											
Total \$	0.3	0	0	13,809,000	0.0	0	0	13,600,000	0.0	0	0	13,600,000

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 Transportation	.0	0	0	.0	0	0	.0	0	0
Total \$	0.0	0	0	0.0	0	0	0.0	0	0

Estimated Capital Budget Breakout

Prepared by: Tiffany West, OFM	Phone: (360) 890-2653	Date Published: Final 2/15/2023
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Individual State Agency Fiscal Note

Bill Number: 1487 HB	Title: Right shoulder/motorcycles	Agency: 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: Jennifer Harris	Phone: 360-786-7143	Date: 02/06/2023
Agency Preparation: Thomas Bohon	Phone: (360) 596-4044	Date: 02/07/2023
Agency Approval: Mario Buono	Phone: (360) 596-4046	Date: 02/07/2023
OFM Review: Tiffany West	Phone: (360) 890-2653	Date: 02/07/2023

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 (WSP).

The proposed legislation allows for motorcycles to utilize the right shoulder on limited access roads, provided certain rules are followed.

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.

NONE

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.

We expect any workload impacts from the proposed legislation to fall under normal duties of our officers.

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: 1487 HB	Title: Right shoulder/motorcycles	Agency: 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: Jennifer Harris	Phone: 360-786-7143	Date: 02/06/2023
Agency Preparation: Mark McKechnie	Phone: 3607259889	Date: 02/08/2023
Agency Approval: Mark McKechnie	Phone: 3607259889	Date: 02/08/2023
OFM Review: Tiffany West	Phone: (360) 890-2653	Date: 02/08/2023

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.

Because WTSC is not required to provide education or other services as a result of this bill, we project no fiscal impact.

AN ACT Relating to improving motorcycle safety by authorizing the use of the right shoulder of limited access roadways; and amending RCW 46.61.608.

Sec. 1: Motorcycles may not pass another vehicle on same shoulder. Motorcycles may travel on right shoulder of limited access roadway if traffic is stopped or speed is 25 mph or less. Motorcycle may travel on shoulder no more than 10 mph above speed of other traffic. Motorcycle may not ride past exit ramp. Motorcycles may only ride one abreast on shoulder. Motorcycle must re-enter traffic lanes if shoulder occupied by parked vehicles or emergency vehicles.

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.

No fiscal impact

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 fiscal 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

Bill Number: 1487 HB	Title: Right shoulder/motorcycles	Agency: 240-Department of Licensing
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Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

NONE

Estimated Operating Expenditures from:

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years	0.5	0.0	0.3	0.0	0.0
Account					
Motorcycle Safety Education Account-State 082-1	209,000	0	209,000	0	0
Total \$	209,000	0	209,000	0	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: Jennifer Harris	Phone: 360-786-7143	Date: 02/06/2023
Agency Preparation: Don Arlow	Phone: (360) 902-3736	Date: 02/08/2023
Agency Approval: Gerrit Eades	Phone: (360)902-3863	Date: 02/08/2023
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 02/08/2023

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.

Please see attached 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.

Please see attached fiscal note.

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2024	FY 2025	2023-25	2025-27	2027-29
082-1	Motorcycle Safety Education Account	State	209,000	0	209,000	0	0
Total \$			209,000	0	209,000	0	0

III. B - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years	0.5		0.3		
A-Salaries and Wages	35,000		35,000		
B-Employee Benefits	13,000		13,000		
C-Professional Service Contracts					
E-Goods and Other Services	157,000		157,000		
G-Travel					
J-Capital Outlays	4,000		4,000		
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements					
9-					
Total \$	209,000	0	209,000	0	0

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 2024	FY 2025	2023-25	2025-27	2027-29
Program Specialist 3	69,756	0.5		0.3		
Total FTEs		0.5		0.3		0.0

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: HB 1487

Bill Title: Right shoulder/motorcycles

Part 1: Estimates

No Fiscal Impact

Estimated Cash Receipts:

NONE

Estimated Expenditures:

	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
FTE Staff Years	0.5	-	0.3	-	-

Operating Expenditures	Fund	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
Motorcycle Safety Education	082	209,000	-	209,000	-	-
Account Totals		209,000	-	209,000	-	-

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: Jennifer Harris	Phone: (360) 786-7143	Date: 2/7/2023
Agency Preparation: Don Arlow	Phone: (360) 902-3736	Date: 2/8/2023
Agency Approval: Gerrit Eades	Phone: (360) 902-3931	Date:

Request #	1
Bill #	1487 HB

Part 2 – Explanation

This bill authorizes the use of the right shoulder of limited access roadways when traffic is stopped or when the average speed of the vehicles on the travel lanes of the limited access roadway is 25 miles per hour or less, subject to certain restrictions.

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

Section 1 amends RCW 46.61.608 to prohibit motorcyclists from overtaking and passing in the same lane or shoulder occupied by the vehicle being overtaken. This section also states that motorcycles may travel in the right shoulder of a limited access roadway when traffic is stopped or when the average speed of the vehicles on the travel lanes of the limited access roadway is 2 miles per hour or less, subject to the following restrictions:

- A motorcycle may not use a right shoulder at a speed greater than 10 miles per hour faster than the speed of traffic in the lane adjacent to the shoulder.
- A motorcycle is not permitted to ride past an exit ramp when traveling on the shoulder of a limited access highway. The motorcycle must either exit the shoulder and reenter the traffic lanes of the limited access highway when approaching the exit ramp or, when the exit ramp is reached, proceed down the exit ramp.
- Motorcycles may not be operated more than one abreast on a right shoulder.
- A motorcycle must reenter traffic lanes if the shoulder is occupied by a parked vehicle, emergency vehicle, tow truck, or other vehicle providing roadside assistance.

2.B - Cash receipts Impact

There are no cash receipts impacts associated with this bill.

2.C – Expenditures

This bill will require a level of public outreach and education beyond the base capacity of the department. The Motorcycle Safety Program will need 0.5 FTE Program Specialist 3 position to organize, direct and coordinate bill implementation, including contracted outreach efforts.

The contracted outreach project will include:

- Creation of digital media – two separate digital messaging ads (one aimed at riders and one at drivers) would be created by a contracted media company - \$20,000.
- Distribution via social media – these ads would be targeted via specific social media algorithms - \$50,000.
- Management of project results – the digital advertising company would need to manage and report out on the success and impressions of the targeted ads - \$15,000.

Under a separate contracted service the department will add eight questions to the knowledge test for both drivers and motorcycles, including modifying existing tests, translation services and psychometrics - \$15,000.

The department will also require \$10,000 to print inserts related to the provisions of the bill for existing motorcycle and driver guides, until full revisions are completed and available. All expenditures are from the Motorcycle Safety Education Account (fund 082).

The changes in this bill will also require updates to web content and internal operations manuals. This work is considered typical and routine and will not require additional expenditures. Bill implementation will not require modifications of the department’s information technology systems.

Support Services:

Agency Administrative Overhead is included at a rate of 23.4 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.

Part 3 – Expenditure Detail

3.A – Operating Budget Expenditures

Operating Expenditures	Fund	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
Motorcycle Safety Education	082	209,000	-	209,000	-	-
Account Totals		209,000	-	209,000	-	-

3.B – Expenditures by Object or Purpose

Object of Expenditure	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total	
FTE Staff Years	0.5	0.0	0.3	0.0	0.0	
Salaries and Wages	35,000	-	35,000	-	-	
Employee Benefits	13,000	-	13,000	-	-	
Goods and Services	157,000	-	157,000	-	-	
Equipment	4,000	-	4,000	-	-	
Total By Object Type		209,000	-	209,000	-	-

3.C – FTE Detail

Staffing	Salary	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
Program Specialist 3	69,756	0.5	0.0	0.3	0.0	0.0
Total FTE		0.5	0.0	0.3	0.0	0.0

Part 4 – Capital Budget Impact

None.

Part 5 – New Rule Making Required

None.

Individual State Agency Fiscal Note

Bill Number: 1487 HB	Title: Right shoulder/motorcycles	Agency: 405-Department of Transportation
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Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

NONE

Estimated Operating Expenditures from:

	FY 2024	FY 2025	2023-25	2025-27	2027-29
Account					
Motor Vehicle Account-State 108 -1	6,800,000	6,800,000	13,600,000	13,600,000	13,600,000
Total \$	6,800,000	6,800,000	13,600,000	13,600,000	13,600,000

In addition to the estimates above, there are additional indeterminate costs 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: Jennifer Harris	Phone: 360-786-7143	Date: 02/06/2023
Agency Preparation: Deanna Brewer	Phone: 360-705-7411	Date: 02/15/2023
Agency Approval: Amber Coulson	Phone: 360-705-7525	Date: 02/15/2023
OFM Review: Maria Thomas	Phone: (360) 229-4717	Date: 02/15/2023

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

Account	Account Title	Type	FY 2024	FY 2025	2023-25	2025-27	2027-29
108-1	Motor Vehicle Account	State	6,800,000	6,800,000	13,600,000	13,600,000	13,600,000
Total \$			6,800,000	6,800,000	13,600,000	13,600,000	13,600,000

In addition to the estimates above, there are additional indeterminate costs and/or savings. Please see discussion.

III. B - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years					
A-Salaries and Wages	2,691,000	2,691,000	5,382,000	5,382,000	5,382,000
B-Employee Benefits	1,049,000	1,049,000	2,098,000	2,098,000	2,098,000
C-Professional Service Contracts					
E-Goods and Other Services	3,060,000	3,060,000	6,120,000	6,120,000	6,120,000
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 \$	6,800,000	6,800,000	13,600,000	13,600,000	13,600,000

In addition to the estimates above, there are additional indeterminate costs 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

Bill Number: 1487 HB	Title: Right shoulder/motorcycles	Agency: 405-Department of Transportation
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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)
- 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

Dollars in Thousands

Expenditures	2023-25 Biennium		2025-27 Biennium		2027-29 Biennium	
	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
108-1-MOTOR VEHICLE	\$6,800	\$6,800	\$6,800	\$6,800	\$6,800	\$6,800
Total Expenditures	\$6,800	\$6,800	\$6,800	\$6,800	\$6,800	\$6,800
Biennial Totals	\$13,600		\$13,600		\$13,600	
Objects of Expenditure	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
A - SALARIES AND WAGES	\$2,691	\$2,691	\$2,691	\$2,691	\$2,691	\$2,691
B - EMPLOYEE BENEFITS	\$1,049	\$1,049	\$1,049	\$1,049	\$1,049	\$1,049
E - GOODS AND SERVICES	\$3,060	\$3,060	\$3,060	\$3,060	\$3,060	\$3,060
Expenditures by Program	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
PROGRAM M	\$6,800	\$6,800	\$6,800	\$6,800	\$6,800	\$6,800

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

Agency Assumptions

The proposed legislation granting motorcycles the use of a shoulder on a limited access highway may require changes to our design policy related to clear zone, maintenance accountability in sweeping shoulder more routinely and the potential conflicts associated with the presence of bicyclists on a limited access highway. Motorcycles entering and existing the travel lanes may create undue braking and maneuvering by the general motorists. This could increase costs due to fatal and serious crashes.

Agency Contacts:

Preparer: Deanna Brewer	Phone: 360-705-7411	Date: 02-09-2023
Approval: Amber Colson	Phone: 360-742-7534	Date: 02-09-2023
Budget Manager: Chad Johnson	Phone: 360-259-3886	Date: 02-09-2023

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.

Section 1

Adds shoulder to the requirement that an operator of a motorcycle shall not overtake and pass in the same lane or shoulder occupied by the vehicle being overtaken

Outlines when a motorcycle may travel in the right shoulder and outlines when they should flow back into a lane when exit ramps are coming.

II. B – Cash Receipts Impact

N/A

II. C - Expenditures

Briefly describe the agency expenditures necessary to implement this legislation (or savings resulting from this legislation), identifying by section number the provisions of the legislation that result in the expenditures (or savings). Briefly describe the factual basis of the assumptions and the method by which the expenditure impact is derived. Explain how workload assumptions translate into cost estimates. Distinguish between one time and ongoing functions.

Allowing motorcycles to travel in the right shoulder is not currently allowed in Washington. Currently shoulders are designed to offer emergency pull off areas for vehicles to stop safely without impeding traffic. To implement this bill, the department would need to adjust how it maintains these shoulders to provide for safe use by the traveling public.

Transportation Safety and Systems Analysis Division – Indeterminate Costs

The ability to determine the tort related financial impacts requires an ability to predict crash fatalities and injuries for motorcyclist using the shoulder. Since this activity is not currently allowed in Washington, the ability to predict future crashes is not possible. However, it is recognized that crashes will occur and that those crashes will lead to injuries and fatalities, and ultimately tort lawsuits will follow.

Maintenance Division – Indeterminate Costs

This would provide a significant, yet indeterminate fiscal impact to the Maintenance program. The maintenance activities that would incur the most fiscal impact would be sweeping, road patrol, shoulder maintenance, and litter pickup/disposal.

- In some cases, limited access roadway shoulders are only swept once a year, and the total cost of sweeping for fiscal year 2022 was \$6.8 million. Sweeping efforts would need to at least be tripled, which would require additional sweepers, FTEs, and an increase in road patrol to monitor the shoulders.
- Regarding shoulder maintenance, without a complete asset condition of all the shoulders, it is hard to quantify the additional needs of pavement repair or edge drop off.
- Overall litter disposal costs would not increase, but an increase in labor would occur to remove debris when potential danger is identified.

Transportation Operations Division – No Fiscal Impact

There is no fiscal impact to the Transportation Operations Division. The bill does not require additional signage, or any other program activities to implement the requirements of this bill.

Part III: Expenditure Detail

Individual State Agency Fiscal Note

III. A - Expenditures by Object or Purpose

The known sweeping cost based of fiscal year 2022 expenditures are:

Salary Object A: \$2,691,000

Benefits Object B: \$1,049,000

Equipment rental TEF charges Object E: \$3,060,000

Part IV: Capital Budget Impact

N/A

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.

N/A