



TRAFFIC SAFETY IN THE 2024 LEGISLATIVE SESSION COMMISSION MEETING, 4/18/24

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HB 2384: AUTOMATED TRAFFIC SAFETY CAMERAS

- Adds state highways that function as city streets to permitted locations
- Adds work zones on city and county roads
- Clarifies that all other locations (school, school walk, park, hospital zones, etc.) are permitted in counties, as well as cities
- Max fine: \$145 (may be doubled in school zones)

TRAFFIC SAFETY CAMERAS, HB 2384 (CONTINUED)

- Allows designated staff at local law enforcement (non officers) or transportation agency to issue citations
- Modifies safety/equity analysis for new cameras/programs
- Changes Cooper Jones Acct contributions (25% after 4 yrs.)
- Caps fees to statewide maximum (no longer tied to parking fines)
- Requires reports from cities/counties to WTSC and WTSC to Legislature

WSDOT/WSP WORK ZONE SPEED SAFETY CAMERAS ([SB 6115](#))

- Requires public education/notification about work zone speed cameras.
- Sets the penalty for safety camera violations to \$0 for a first violation and \$248 for subsequent violations.
- Requires that a final order be entered that finds a person committed an infraction captured by a safety camera if the person fails to respond to a notice of infraction.
- Authorizes the Office of Administrative Hearings to grant a payment plan if person is not able to pay the monetary obligation for a safety camera infraction.
- Permits agency to forward outstanding violations to the Department of Licensing for vehicle registration holds (which is typical for unpaid fines).

SUPPLEMENTAL BUDGET BILL

Transportation Budget: [HB 2134](#)

- WTSC, Sec. 201
- WSP, Sec. 207, 301
- DOL, Sec. 208
- WSDOT, Sec. 209-224; Sec. 303-309

WSDOT BUDGET

HB 2134, Sec. 217

(11) \$1,000,000 to develop an automated highway speed safety camera pilot program to test two to three automated traffic safety cameras on state highways to test speed camera technology, determine the impact on speeding behavior, and compile public response.

WSDOT BUDGET

HB 2134, Sec. 217

(10) \$2,000,000 to evaluate and identify locations to install and implement wrong-way driving prevention strategies recommended in WTSC's December 2023 report to the Legislature.

WTSC BUDGET PROVISIO

DUI Enforcement/Re-offense Prevention (annual amounts for three years, SFY 2024-2027)

- \$1M in grants for targeted DUI enforcement, HVE, and support for Tribal Traffic Safety (includes 1.0 FTE to administer)
- \$750,000 for pilot program involving probation or local compliance officers to improve compliance with license suspensions and interlock installation/compliance

WTSC BUDGET PROVISIO

- \$300,000/biennium to purchase telematics data (anonymized information on vehicle speeds and driver behaviors) statewide and selected geographic areas.

HB 1493: DUI

Original bill:

- Added negligent driving and reckless endangerment to definition of a serious traffic offense
- Modified provisions related to ignition interlock licenses, restrictions, and waivers
- Allows court to produce full driver abstracts for treatment agencies

HB 1493: DUI (CONTINUED)

- Changes deferred prosecution provisions to allow DP on 2nd offense when first DP occurs on 1st offense
- Extends felony “lookback” from 10 to 15 years (4th conviction in 15 years is treated as a felony)
- Creates DUI Drug Offender Sentencing Alternative for felony DUI
- Established new provisions for roadside oral fluid testing (cannabis, opioids, amphetamines, and other impairing drugs)

ISSUES ON THE HORIZON FOR 2025

0.05 BAC

- WTSC will consider making this our agency request bill for 2025.
- Issues/concerns to address:
 - Lack of clarity about when someone may reach 0.05
 - Belief that it will increase enforcement/arrests
 - Belief that impact of increased enforcement will exacerbate racial disparities
 - Perceived impact on hospitality industry and server liability

DRIVER EDUCATION

Under SB 5583 (2023), DOL must develop implementation plan for the expansion of current driver training education requirement to obtain a driver's license between the ages of 18 and 24.

- The target date for implementation is July 1, 2026.
- Plan must be provided to the transportation committees of the Legislature by October 1, 2024.

DRIVER EDUCATION (CONTINUED)

The plan must include the following:

- Opportunities to *address the financial need* when cost of driver education may pose a hardship;
- Types of *courses that could satisfy the new driver training education requirement*, including a condensed course option and a self-paced, online course option;
- Assessment of public and private resources necessary to ensure *sufficient course availability* and accessibility;
- Evaluation of *access to driver training education courses* and consideration of opportunities to improve access to driver training education for young drivers;
- Plan for public *outreach and education* to communicate new driver training education requirements.

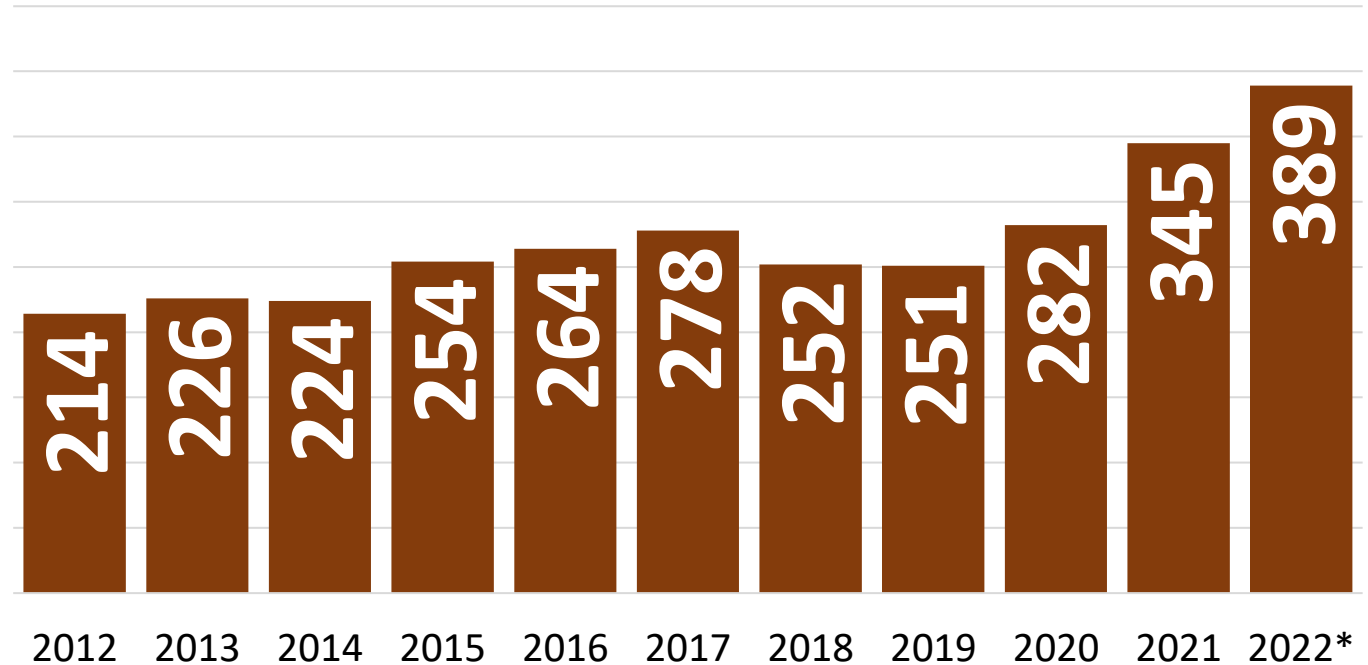
IMPAIRED DRIVING DATA: CONTEXT FOR BUDGET PROVISO

Impairment is the number one risk factor in fatal crashes.

Fatalities involving an impaired driver increased 55% from 2019 to 2022.

Washington Fatalities Involving an Impaired Driver

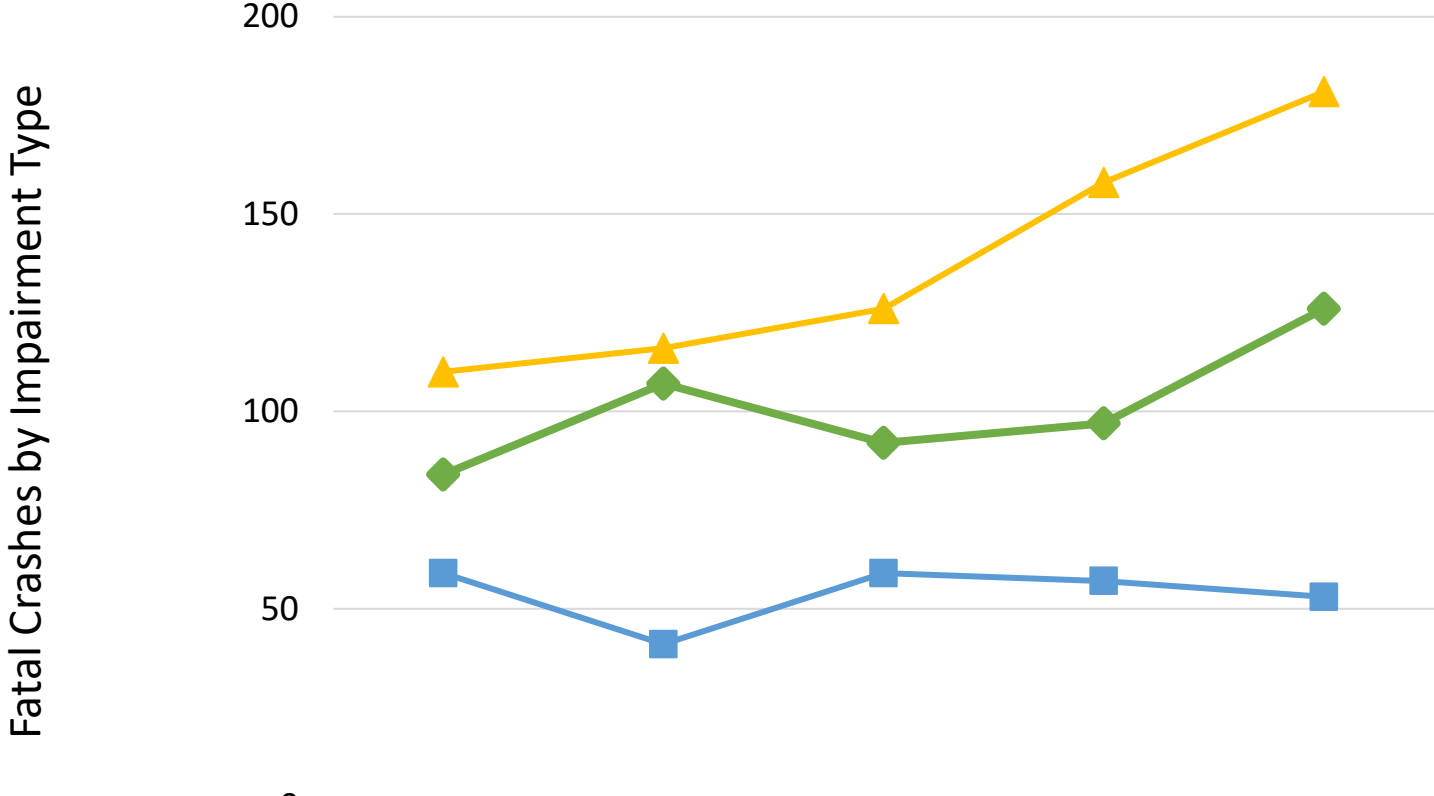
*2022 PRELIMINARY AS OF Nov. 2023



ALCOHOL IS THE MOST COMMON IMPAIRING DRUG INVOLVED IN FATAL CRASHES

- Among “poly-drug” impaired drivers, 61% were positive for alcohol.
- Regarding single drugs, more drivers involved in fatal crashes were impaired by alcohol than by all other single drugs combined.

Impairment Type among Impaired Drivers Involved in Fatal Crashes, 2018-2022



	2018	2019	2020	2021	2022
◆ Alcohol Only	84	107	92	97	126
■ One Drug Only	59	41	59	57	53
▲ Poly-Drug	110	116	126	158	181