

Multiple Agency Fiscal Note Summary

Bill Number: 1775 HB	Title: Limousine carrier regs
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Estimated Cash Receipts

Agency Name	2009-11		2011-13		2013-15	
	GF- State	Total	GF- State	Total	GF- State	Total
Department of Licensing	0	27,660	0	22,120	0	22,120
Total \$	0	27,660	0	22,120	0	22,120

Local Gov. Courts *						
Local Gov. Other **		663,600		663,600		663,600
Local Gov. Total		663,600		663,600		663,600

Estimated Expenditures

Agency Name	2009-11			2011-13			2013-15		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total
Washington State Patrol	.0	0	0	.0	0	0	.0	0	0
Department of Licensing	.0	0	10,076	.0	0	4,794	.0	0	4,794
Total	0.0	\$0	\$10,076	0.0	\$0	\$4,794	0.0	\$0	\$4,794

Local Gov. Courts *									
Local Gov. Other **			507,438			507,438			507,438
Local Gov. Total			507,438			507,438			507,438

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Prepared by: Alyson Cummings, OFM	Phone: 360-902-0576	Date Published: Final
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* See Office of the Administrator for the Courts judicial fiscal note

** See local government fiscal note

FNPID 23127

FNS029 Multi Agency rollup

Individual State Agency Fiscal Note

Bill Number: 1775 HB	Title: Limousine carrier regs	Agency: 225-Washington State Patrol
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Part I: Estimates

☒ No Fiscal Impact

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: David Munnecke	Phone: 360-786-7315	Date: 02/20/2009
Agency Preparation: Renuka Sivakumar	Phone: (360)596-4067	Date: 02/25/2009
Agency Approval: Diane C. Perry	Phone: 360-596-4121	Date: 02/25/2009
OFM Review: Alyson Cummings	Phone: 360-902-0576	Date: 02/25/2009

Request # 0089-1

Part II: Narrative Explanation

II. A - Brief Description Of What The Measure Does That Has Fiscal Impact

Briefly describe by section number, the significant provisions of the bill, and any related workload or policy assumptions, that have revenue or expenditure impact on the responding agency.

HB 1775 is related to the regulation of certain limousine carriers. The Washington State Patrol (WSP) shall regulate limousine carriers with respect to entry, safety of equipment, chauffeur qualifications and operations. The WSP shall annually conduct a vehicle inspection of each limousine licensed under this chapter except a county with a population of one million or more or a city with a population of 500,000 or more. The bill implies the WSP will continue to perform safety of equipment inspections.

II. B - Cash receipts Impact

Briefly describe and quantify the cash receipts impact of the legislation on the responding agency, identifying the cash receipts provisions by section number and when appropriate the detail of the revenue sources. Briefly describe the factual basis of the assumptions and the method by which the cash receipts impact is derived. Explain how workload assumptions translate into estimates. Distinguish between one time and ongoing functions.

No additional cash receipts will be received by the Washington State Patrol upon passage of this bill.

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.

The Washington State Patrol does not currently anticipate any additional expenditures as a result of this legislation. However, if we find that the scope of the information required is beyond what we have anticipated, we will request additional funding via the budget process.

Part III: Expenditure Detail

Part IV: Capital Budget Impact

There is no capital expenditures.

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.

No new rules will need to be added.

Individual State Agency Fiscal Note

Bill Number: 1775 HB	Title: Limousine carrier regs	Agency: 240-Department of Licensing
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Part I: Estimates

☐

No Fiscal Impact

Estimated Cash Receipts to:

FUND		FY 2010	FY 2011	2009-11	2011-13	2013-15
Highway Safety Account-State	106-1	16,600	11,060	27,660	22,120	22,120
Total \$		16,600	11,060	27,660	22,120	22,120

Estimated Expenditures from:

		FY 2010	FY 2011	2009-11	2011-13	2013-15
Fund						
Master License Account-State		7,679	2,397	10,076	4,794	4,794
03N-1						
Total \$		7,679	2,397	10,076	4,794	4,794

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:	David Munnecke	Phone: 360-786-7315	Date: 02/20/2009
Agency Preparation:	Christeen Leeper	Phone: (360) 664-1454	Date: 02/25/2009
Agency Approval:	Sam Knutson	Phone: (360) 902-3644	Date: 02/25/2009
OFM Review:	Alyson Cummings	Phone: 360-902-0576	Date: 02/25/2009

Request # 1775 HB-2

Part II: Narrative Explanation

II. A - Brief Description Of What The Measure Does That Has Fiscal Impact

Briefly describe by section number, the significant provisions of the bill, and any related workload or policy assumptions, that have revenue or expenditure impact on the responding agency.

II. B - Cash receipts Impact

Briefly describe and quantify the cash receipts impact of the legislation on the responding agency, identifying the cash receipts provisions by section number and when appropriate the detail of the revenue sources. Briefly describe the factual basis of the assumptions and the method by which the cash receipts impact is derived. Explain how workload assumptions translate into estimates. Distinguish between one time and ongoing functions.

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.

Part III: Expenditure Detail

III. A - Expenditures by Object Or Purpose

	FY 2010	FY 2011	2009-11	2011-13	2013-15
FTE Staff Years					
E-Goods and Services	7,679	2,397	10,076	4,794	4,794
Total:	\$7,679	\$2,397	\$10,076	\$4,794	\$4,794

III. C - Expenditures By Program (optional)

Program	FY 2010	FY 2011	2009-11	2011-13	2013-15
Business and Professions (700)	7,679	2,397	10,076	4,794	4,794
Total \$	7,679	2,397	10,076	4,794	4,794

Part IV: Capital Budget Impact

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.

Part II: Explanation

This bill makes changes to the For Hire Vehicles (RCW 46.72) and Limousine Carrier (RCW 46.72A) statutes to allow large local government (currently Seattle/King County) to regulate certain categories of licensed limousines, specifically “executive sedans” and “executive vans”.

II. A – Brief Description of What the Measure Does that Has Fiscal Impact

The Master License Services (MLS) program, on behalf of the Washington State Patrol (WSP), collects a fee from limousine businesses to cover the cost of inspections, and transfers those cash receipts to the Highway Safety Fund.

For the purpose of this fiscal note, it is assumed that there are 575 licensed limousine business owners statewide, each operating one or more vehicles in their business. According to the 12/31/2008 statistics taken from the MLS database, the two categories of limousine vehicles noted in the bill show that King county has 520, Pierce County 29; Snohomish County 38; and all other counties 27. The department assumes that all of King County vehicles and 50 percent of Pierce and Snohomish Counties will become dual licensees and apply to renew their “For Hire Vehicle” license. The department assumes that 50 percent of the dual licensees will need to change their vehicle registration to fit under the dual registration.

<u>Workload Indicator</u>	<u>FY 10</u>	<u>FY 11</u>	<u>09-11 Total</u>	<u>11-13 Total</u>	<u>13-15 Total</u>
For Hire vehicle renewals	553	553	1,106	1,106	1,106
For Hire vehicle registration change	277	-	277	-	-
Letter to all Limousine owners	575	-	575	-	-

II. B – Cash Receipt Impact

The Department of Licensing does not receive revenue from the fees collected from the limousine businesses. For the purpose for this fiscal note, the Master License Services program assumes that \$20 will be collected for each annual renewal fee and for the one-time change to reissue vehicle registrations and deposited the receipts into the Highway Safety Fund.

<u>Cash Receipts</u>	<u>FY 10</u>	<u>FY 11</u>	<u>09-11 Total</u>	<u>11-13 Total</u>	<u>13-15 Total</u>
Highway Safety Fund	16,600	11,060	27,660	22,120	22,120
Total Revenue	16,600	11,060	27,660	22,120	22,120

II. C – Expenditures

The department assumes that informational letters will need to be mailed to all limousine owners informing them of the changes; therefore there will be costs for printing and postage. Costs have been estimated at .02 FTE in Fiscal Year 2010 for attorney general assistance in rule writing, inter-local governmental agreements, general guidance and advice in implementation of the changes in this bill. It is assumed that 0.01 FTE is needed for administrative hearing costs in regards to potential administrative actions required against licensees failing to maintain the dual licensing, or other regulatory requirements for operating within King County.

Part III: Expenditure Detail

III. A – Expenditures by Object or Purpose

	FY 10	FY 11	09-11 Total	11-13 Total	13-15 Total
Goods and Services	7,679	2,397	10,076	4,794	4,794
Total	7,679	2,397	10,076	4,794	4,794

III. A (1) – Detail of Expenditures by Sub-Object for Goods & Services

Object E Breakdown:	FY 10	FY 11	09-11 Total	11-13 Total	13-15 Total
EA Office Supplies					
EB Postage	330	11	341	22	22
EF Printing	70		70		
EM Attorney Gen Svcs/Costs	4,403		4,403		
EV Admin Hrgs Svcs	2,176	2,176	4,352	4,352	4,352
EZ Other Goods & Svcs	700	210	910	420	420
-					
Total Goods & Svcs	7,679	2,397	10,076	4,794	4,794

III. A (2) – Detail of Expenditures by Fund

Additional information about assumptions and impacts is available directly from the Department of Licensing at 902-3644.

III. B – FTE Detail

EXPENDITURE DETAIL – STAFF

III. B – Expenditures by Program (optional)

Program	FY 10	FY 11	09-11 Total	11-13 Total	13-15 Total
100 - Mgmt & Support Services					
200 - Information Services					
700 - Business & Professions	7,679	2,397	10,076	4,794	4,794
<i>Total</i>	7,679	2,397	10,076	4,794	4,794

Part IV: Capital Budget Impact

None.

Part V: New Rule Making Required

Rule making is required.

LOCAL GOVERNMENT FISCAL NOTE

Department of Community, Trade and Economic Development

Bill Number: 1775 HB	Title: Limousine carrier regs
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Part I: Jurisdiction-Location, type or status of political subdivision defines range of fiscal impacts.

Legislation Impacts:

- ☒ Cities: Increased revenue and expenditures for City of Seattle
- ☒ Counties:
- ☒ Special Districts:
- ☐ Specific jurisdictions only: King County, City of Seattle, Port of Seattle
- ☐ Variance occurs due to:

Part II: Estimates

- ☐ No fiscal impacts.
- ☐ Expenditures represent one-time costs:
- ☒ Legislation provides local option: Cities and county may regulate these limousines.
- ☐ Key variables cannot be estimated with certainty at this time:

Estimated revenue impacts to:

Jurisdiction	FY 2010	FY 2011	2009-11	2011-13	2013-15
City	331,800	331,800	663,600	663,600	663,600
County					
Special District					
TOTAL \$	331,800	331,800	663,600	663,600	663,600
GRAND TOTAL \$	1,990,800				

Estimated expenditure impacts to:

Jurisdiction	FY 2010	FY 2011	2009-11	2011-13	2013-15
City	253,719	253,719	507,438	507,438	507,438
County					
Special District					
TOTAL \$	253,719	253,719	507,438	507,438	507,438
GRAND TOTAL \$	1,522,314				

Part III: Preparation and Approval

Fiscal Note Analyst: Darleen Muhly	Phone: (360) 725 5030	Date: 02/24/2009
Leg. Committee Contact: David Munnecke	Phone: 360-786-7315	Date: 02/20/2009
Agency Approval: Steve Salmi	Phone: (360) 725 5034	Date: 02/24/2009
OFM Review: Alyson Cummings	Phone: 360-902-0576	Date: 02/24/2009

Part IV: Analysis

A. SUMMARY OF BILL

Provide a clear, succinct description of the bill with an emphasis on how it impacts local government.

This bill makes changes to the For Hire Vehicles (RCW 46.72) and Limousine Carrier (RCW 46.72A) statutes to allow large local government (currently Seattle/King County) to regulate certain categories of licensed limousines, specifically executive sedans and executive vans.

Counties with a population of one million or more and cities with a population of 500,000 or more are granted the authority to regulate executive sedans and executive vans with regards to entry, safety of equipment, chauffeur qualifications, insurance requirements, license fees, and operations. The ability of port districts in this county to regulate limousine carriers is expanded to include regulation of insurance requirements and license fees, and these ports are allowed to enter into cooperative agreements with the county and city to regulate executive sedans and executive vans.

B. SUMMARY OF EXPENDITURE IMPACTS

Briefly describe and quantify the expenditure impacts of the legislation on local governments, identifying the expenditure provisions by section number, and when appropriate, the detail of expenditures. Delineate between city, county and special district impacts.

According to the City of Seattle Revenue and Consumer Affairs Division, this bill would result in increased expenditures of at least \$253,719 annually to regulate the limousine industry.

These expenditures include salary and benefits costs for two Licenses and Standards Inspectors (\$81,371 each) and one Administrative Specialist II (\$60,977), totaling \$223,719 annually. Another \$30,000 is estimated for overhead costs such as building lease, equipment and supplies.

C. SUMMARY OF REVENUE IMPACTS

Briefly describe and quantify the revenue impacts of the legislation on local governments, identifying the revenue provisions by section number, and when appropriate, the detail of revenue sources. Delineate between city, county and special district impacts.

This bill is expected to increase revenue to local government by up to \$331,800 (\$600 x 553 vehicles).

BACKGROUND AND ASSUMPTIONS:

According to the Department of Licensing (DOL), there are approximately 575 licensed limousine business locations statewide, each operating one or more vehicles for a total of 948 vehicles statewide. However this bill only impacts two categories of vehicles, executive sedans and executive vans, totaling 614 statewide, and only impacts those that operate in King County. For the purposes of this fiscal note, DOL assumes that of these two types of vehicles, all in King County (520) and half in Pierce (14, or 50% of 29) and Snohomish (19, or 50 percent of 38) counties would operate in King County, become dual licenses, and need to be included in for hire licensing. This would total 553 vehicles.

According to the City of Seattle Revenue and Consumer Affairs Division, the annual license fee charged would be \$600, as specified by Seattle Municipal Code 6.310.150 and King County would not be participating in the local regulation except issuing for-hire driver licenses to chauffeurs that work at Sea-Tac Airport under an interlocal agreement with the Port of Seattle.

SOURCES:

Washington State Department of Licensing

City of Seattle Revenue and Consumer Affairs Division