

Multiple Agency Fiscal Note Summary

Bill Number: 1775 P 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	301,900	0	850,125	0	788,325
Total \$	0	301,900	0	850,125	0	788,325

Local Gov. Courts *						
Local Gov. Other **		80,000		390,000		390,000
Local Gov. Total		80,000		390,000		390,000

Estimated Expenditures

Agency Name	2009-11			2011-13			2013-15		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total
Department of Licensing	1.2	0	293,965	2.7	0	806,232	2.7	0	803,938
Total	1.2	\$0	\$293,965	2.7	\$0	\$806,232	2.7	\$0	\$803,938

Local Gov. Courts *									
Local Gov. Other **	Non-zero but indeterminate cost. Please see discussion.								
Local Gov. Total									

Estimated Capital Budget Impact

Agency Name	2009-11		2011-13		2013-15	
	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Department of Licensing						
Acquisition	0	0	0	0	0	0
Construction	0	0	0	0	0	0
Other	0	0	0	0	0	0
Total \$	\$0	\$0	\$0	\$0	\$0	\$0

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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 26292

FNS029 Multi Agency rollup

Individual State Agency Fiscal Note

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



No Fiscal Impact

Estimated Cash Receipts to:

ACCOUNT		FY 2010	FY 2011	2009-11	2011-13	2013-15
Master License Account-State	03N-1		301,900	301,900	850,125	788,325
Total \$			301,900	301,900	850,125	788,325

Estimated Expenditures from:

	FY 2010	FY 2011	2009-11	2011-13	2013-15
FTE Staff Years	0.0	2.3	1.2	2.7	2.7
Account					
Master License Account-State	0	293,965	293,965	806,232	803,938
03N-1					
Total \$	0	293,965	293,965	806,232	803,938

Estimated Capital Budget Impact:

	2009-11		2011-13		2013-15	
	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Acquisition	0	0	0	0	0	0
Construction	0	0	0	0	0	0
Other	0	0	0	0	0	0
Total \$	\$0	\$0	\$0	\$0	\$0	\$0

Request # 1775 P HB-2

Form FN (Rev 1/00)

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Bill # 1775 P HB

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: 01/30/2010
Agency Preparation:	Christeen Leeper	Phone: (360) 664-1454	Date: 02/11/2010
Agency Approval:	Sam Knutson	Phone: (360) 902-3644	Date: 02/11/2010
OFM Review:	Alyson Cummings	Phone: 360-902-0576	Date: 02/11/2010

Request # 1775 P HB-2

Bill # 1775 P HB

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		2.3	1.2	2.7	2.7
A-Salaries and Wages		123,918	123,918	246,554	246,404
B-Employee Benefits		39,205	39,205	84,103	83,988
E-Goods and Services		28,010	28,010	70,169	68,432
G-Travel		7,603	7,603	12,198	11,906
J-Capital Outlays		15,229	15,229	3,208	3,208
9-		80,000	80,000	390,000	390,000
Total:	\$0	\$293,965	\$293,965	\$806,232	\$803,938

III. B - 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 2010	FY 2011	2009-11	2011-13	2013-15
Asst Program Admin	78,000		0.1	0.1	0.2	0.2
Customer Scv Spec 2	36,756		1.0	0.5	1.5	1.5
Fiscal Analyst 2	44,928		0.2	0.1	0.3	0.3
Investigator 1	42,588		0.2	0.1	0.2	0.2
IT Specialist 5	78,900		0.4	0.2		
IT Systems Spec 4	70,092		0.0	0.0	0.2	0.2
Mgmt Analyst 3	54,504		0.4	0.2	0.3	0.3
Total FTE's	405,768		2.3	1.2	2.7	2.7

III. C - Expenditures By Program (optional)

Program	FY 2010	FY 2011	2009-11	2011-13	2013-15
Mgmt & Support Services (100)		15,335	15,335	50,083	49,940
Information Services (200)		59,554	59,554	40,674	40,572
Business and Professions (700)		219,076	219,076	715,475	713,426
Total \$		293,965	293,965	806,232	803,938

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

The proposed substitute bill makes changes to the Limousine Carrier Business regulations (Chapter 46.72A RCW) and replaces the original bill in its entirety. The existing limousine regulation is clarified to allow for greater enforcement, and enhanced to include civil infractions for many of the violations of the chapter, as well as monetary penalties.

The Department of Licensing is authorized to enter into agreements with certain cities to delegate enforcement of the limousine regulations within its city's limits. The civil infractions created by the bill will allow citation by local law enforcement and other local regulatory enforcement officials. The department may also provide a share of the limousine licensing revenue to a city to cover the costs of the delegated enforcement. The criteria for such a city will currently limit this delegation to the City of Seattle. The department will have enforcement responsibility in all other local jurisdictions.

The bill also requires the department to provide a report to the transportation committees of the legislature on the creation of a chauffeur license by November 15, 2010 (Section 13). Section 14 sets an effective date of January 1, 2011 for the entire bill, but it is assumed that the study requirement is on the date specified.

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

Section 1 – The legislature authorizes the Department of Licensing (DOL) to enter into a joint agreement with cities with a population of 500,000 or more to provide local enforcement of the state limousine regulation.

Section 2 – A limousine carrier and the carrier's chauffeur must maintain proof of the prearrangement of a fare. The department will adopt rules governing the proof of pre-arrangement.

Section 3 – Limousine vehicle inspection authority is expanded. The department will need to adjust its methodology of collecting and distributing the inspection fees on behalf of the respective inspecting authority.

Section 7 – Regulation over advertising and other business solicitation conducted by a limousine carrier or a chauffeur is enhanced allowing greater enforcement by the department, including enforcement against unlicensed activity.

Section 8 – Qualifications for a chauffeur in order to operate a limousine for a limousine carrier are enhanced, and the carrier must submit proof to the regulating authority of a chauffeur having met those requirements. The department will need to establish a new process of evaluating the documentation of chauffeur qualifications.

Section 12 – The department may enter into a cooperative agreement with cities with a population of 500,000 or more for the purpose of delegating authority to enforce the state limousine regulation laws or rules within the city's jurisdiction. The department will provide a share of the limousine licensing revenue to such a city in an amount needed to cover enforcement within the city. It is assumed that the department will be permitted to increase limousine licensing fees sufficiently to offset the cost for regulatory enforcement by both the department and any contracted cities.

Section 13 – The department is required to convene an internal work group to make recommendations to the transportation committees of the legislature on the issuance of chauffeur licenses by November 15, 2010.

Section 14 – The effective date of the bill is January 1, 2011.

The number of applications is based on the current numbers of limousine licensees in Fiscal Year 2010. For the purposes of this fiscal note, the department is making certain assumptions about how licensees will

respond to increased enforcement against unlawful activity based on experience working with licensees and knowledge of the industry, as well as increased licensing fees. The department also assumes that due to apparent oversaturation of the industry, the first few years will show a drop in the number of licensees because of the lack of sufficient profitability when required to operate within the regulations, and level off beginning in Fiscal Year 2013.

Workload Indicator	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
Process chauffeur qualifications		1,000	200	200	200	200
Follow-up request		500	50	50	50	50
Investigations		50	75	75	75	75
Limo Carrier Applications	200	180	75	50	51	52
Limo Vehicle Applications	225	185	80	55	56	57
Limo Carrier Renewals	450	400	350	300	304	308
Limo Vehicle Renewals	875	800	750	650	658	666

II. B – Cash Receipt Impact

The department assumes that a substantial increase in limousine licensing fees is needed to provide the revenue to implement the statewide regulatory enforcement by the department, and enforcement by the cities with delegated activity. It is estimated that funds provided to the City of Seattle will amount to about \$80,000 in the last six months of Fiscal Year 2011 and \$195,000 in subsequent fiscal years for enforcement efforts. The department will make periodic distributions as revenue is collected by MLS, due to staggered expiration dates of licensees. It is assumed the new, higher fees will become effective January 1, 2011.

Proposed Fees	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
Limo Carrier Applications	40	675	675	675	675	675
Limo Vehicle Applications	25	325	325	325	325	325
Limo Carrier Renewals	40	625	625	625	625	625
Limo Vehicle Renewals	25	275	275	275	275	275

Current Fees	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
Limo Carrier Applications	40	40	40	40	40	40
Limo Vehicle Applications	25	25	25	25	25	25
Limo Carrier Renewals	40	40	40	40	40	40
Limo Vehicle Renewals	25	25	25	25	25	25

Fee Changes	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
Limo Carrier Applications	0	635	635	635	635	635
Limo Vehicle Applications	0	300	300	300	300	300
Limo Carrier Renewals	0	585	585	585	585	585
Limo Vehicle Renewals	0	250	250	250	250	250

Proposed Revenue	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
Limo Carrier Applications	8,000	60,750	50,625	33,750	34,425	35,100
Limo Vehicle Applications	5,625	30,063	26,000	17,875	18,200	18,525
Limo Carrier Renewals	18,000	125,000	218,750	187,500	190,000	192,500
Limo Vehicle Renewals	21,875	110,000	206,250	178,750	180,950	183,150

Current Revenue	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
Limo Carrier Applications	8,000	3,600	3,000	2,000	2,040	2,080
Limo Vehicle Applications	5,625	2,313	2,000	1,375	1,400	1,425
Limo Carrier Renewals	18,000	8,000	14,000	12,000	12,160	12,320
Limo Vehicle Renewals	21,875	10,000	18,750	16,250	16,450	16,650

Revenue Impact	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
Limo Carrier Applications	0	57,150	47,625	31,750	32,385	33,020
Limo Vehicle Applications	0	27,750	24,000	16,500	16,800	17,100
Limo Carrier Renewals	0	117,000	204,750	175,500	177,840	180,180
Limo Vehicle Renewals	0	100,000	187,500	162,500	164,500	166,500
Total Revenue Impact	0	301,900	463,875	386,250	391,525	396,800

Cash Receipts	FY 10	FY 11	09-11 Total	11-13 Total	13-15 Total
Master License/Limo	-	301,900	301,900	850,125	788,325
Total Revenue	-	301,900	301,900	850,125	788,325

II. C – Expenditures

For the purposes of this fiscal note, the Department of Licensing (DOL) assumes:

- Although Section 14 states an effective date of January 1, 2011 for the entire bill, Section 13 requires a study to be completed by November, 15, 2010; and it is assumed that that study requirement will become effective earlier than the remainder of the bill.
- The on-going processing of limousine carrier and respective limousine applications and renewals will continue through the normal Master License Service system channels.
- References to a “regulating” authority apply only to the State of Washington (DOL) and the Port of Seattle. It is further assumed that the reference to a city “regulating” limousines is intended to mean the city will be conducting delegated “enforcement” of the state regulation.
- The department will NOT be expected to apply regulatory enforcement resources in any local jurisdiction that has its own regulatory or delegated enforcement authority, and will only conduct enforcement in other areas of the state as needed or appropriate. However, a local enforcing jurisdiction may request, or DOL may offer assistance within such a jurisdiction.
- The department will increase limousine licensing fees as needed to provide sufficient revenue for regulatory enforcement. It is assumed that there will be periodic distributions as revenue is collected by MLS, due to staggered expiration dates of licensees throughout the year. It is assumed that the new fees will be effective January 1, 2011 resulting in a respective offset before sufficient revenue will be obtained to begin distributions to the city.

Staffing:

Customer Service Specialist 2 are needed at 1.0 FTE in Fiscal Year 2011 and will increase to 1.5 FTE in ensuing years to handle follow up on missing information, customer service for licensees, and provide clerical and support services for the new regulatory requirements of the program. A Management Analyst 3 is needed to provide paraprofessional assistance and technical liaison work at 0.4 FTE in Fiscal Year 2011

and will decrease to 0.3 FTE in subsequent years. An Assistant Program Administrator is needed to administer the regulatory program at 0.1 FTE in Fiscal Year 2011 and 0.2 FTE in ensuing years.

An Investigator is needed to conduct statewide enforcement and investigatory activities at 0.2 FTE in Fiscal Year 2011 and annually in ensuing years. A 0.3 FTE (indirect) is computed for agency staff such as a Fiscal Analyst to provide support services such as processing vendor payment and handling of mail.

Computer System:

A one-time cost of about \$49,000 is needed in Fiscal Year 2011 for an Information Technology Specialist 5 at 0.4 FTE and related costs (i.e. supplies, equipment) to modify the Master License Service host system and other related computer systems. An Information Technology Specialist 4 is needed at 0.1 FTE in Fiscal Year 2011 and an 0.16 FTE in subsequent years to maintain and support the MLS host system and related computer systems.

Intra-Agency Reimbursement:

Under Section 12, the Master License Services will provide the City of Seattle a portion of the revenue collected through limousine carrier license, limousine vehicle certificate, and chauffeur license fees revenue to perform local enforcement of the state law. The department expects to fund the city with \$80,000 during the last six months of Fiscal Year 2011, and \$195,000 per fiscal year thereafter.

Other costs:

A cost of about \$450 for the program for printing and postage is needed in Fiscal Year 2011 to update "Law Books" and create and mail an excerpt of the new regulations to all existing licensees (approximately 560 businesses); and about \$130 in ensuing years to keep a sufficient supply for new licensees (approximately 200 per year); as well as those that are distributed through various other venues (estimated at 50 per year). Limousine vehicle decals for the month/year tabs will cost about \$100 a year. The estimated cost for Attorney General support for rule writing, administrative hearings, and legal advice will be about \$4,000 in Fiscal Year 2011 and average about \$5,500 in subsequent years. Administrative hearing services will cost about \$1,300 in Fiscal Year 2011 and average around \$4,000 in subsequent years. Travel costs for field work by the investigator will be about \$7,600 in the last six months of Fiscal Year 2011 and remain at about \$6,200 in ensuing years. Additional expenses include standard employee costs such as supplies, phone, equipment and training.

Part III: Expenditure Detail

III. A – Expenditures by Object or Purpose

	FY 10	FY 11	09-11 Total	11-13 Total	13-15 Total
FTE Staff Years		2.3	1.2	2.7	2.7
Salaries and Wages		123,918	123,918	246,554	246,404
Employee Benefits		39,205	39,205	84,103	83,988
Goods and Services		28,010	28,010	70,169	68,432
Travel		7,603	7,603	12,198	11,906
Equipment		15,229	15,229	3,208	3,208
Other		80,000	80,000	390,000	390,000
Total		293,965	293,965	806,232	803,938

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		1,670	1,670	3,498	3,498
EB Postage		273	273	168	168
EB Phone/Install/Usage		1,361	1,361	1,080	1,080
ED Facility/Lease Costs		11,619	11,619	24,346	24,346
EF Printing		175	175	70	70
EG Training		1,117	1,117	2,340	2,340
EM Attorney Gen Svcs/Costs		4,403	4,403	11,008	11,008
EN Personnel Services		745	745	1,338	1,338
EV Admin Hrgs Svcs		1,305	1,305	9,137	7,396
EZ Other Goods & Svcs		5,246	5,246	17,032	17,052
Total Goods & Svcs		28,010	28,010	70,169	68,432

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				
Job Classification	Salary	FY 10	FY 11	09-11 Total	11-13 Total	13-15 Total
Customer Scv Spec 2	36,756	-	1.0	0.5	1.5	1.5
Investigator 1	42,588	-	0.2	0.1	0.2	0.2
Mgmt Analyst 3	54,504	-	0.4	0.2	0.3	0.3
Asst Program Admin	78,000	-	0.1	0.1	0.2	0.2
IT Specialist 5	78,900	-	0.4	0.2	0.0	0.0
IT Systems Spec 4	70,092	-	0.0	0.0	0.2	0.2
Fiscal Analyst 2	44,928	-	0.2	0.1	0.3	0.3
Total FTEs		-	2.3	1.2	2.7	2.7

III. B – Expenditures by Program (optional)

Program	FY 10	FY 11	09-11 Total	11-13 Total	13-15 Total
100 - Mgmt & Support Services		15,335	15,335	50,083	49,940
200 - Information Services		59,554	59,554	40,674	40,572
300 - Driver & Vehicle Services					
600 - Driver Policy & Planning					
700 - Business & Professions		219,076	219,076	715,475	713,426
Total	-	293,965	293,965	806,232	803,938

Part IV: Capital Budget Impact

None

Part V: New Rule Making Required

Rule making will be required prior to 1/1/2011 to accommodate the regulatory changes, increase licensing fees, and otherwise clarify the application of the law. Specific, new rule making authority is included in the bill, as well as re-enactment of the overall rule making authority for implementation of Chapter 46.72A RCW.

LOCAL GOVERNMENT FISCAL NOTE

Department of Community, Trade and Economic Development

Bill Number: 1775 P 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: City of Seattle

☐ Variance occurs due to:

Part II: Estimates

☐ No fiscal impacts.

☐ Expenditures represent one-time costs:

☒ Legislation provides local option: Seattle may enforce state limousine regulations

☒ Key variables cannot be estimated with certainty at this time: Staffing levels to provide effective enforcement

Estimated revenue impacts to:

Jurisdiction	FY 2010	FY 2011	2009-11	2011-13	2013-15
City		80,000	80,000	390,000	390,000
County					
Special District					
TOTAL \$		80,000	80,000	390,000	390,000
GRAND TOTAL \$					860,000

Estimated expenditure impacts to:

Indeterminate Impact

Part III: Preparation and Approval

Fiscal Note Analyst: Cezanne Murphy-Levesque	Phone: 360/725-5036	Date: 02/12/2010
Leg. Committee Contact: David Munnecke	Phone: 360-786-7315	Date: 01/30/2010
Agency Approval: Steve Salmi	Phone: (360) 725 5034	Date: 02/12/2010
OFM Review: Alyson Cummings	Phone: 360-902-0576	Date: 02/12/2010

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 would allow a city with a population of 500,000 or more to enter into a cooperative agreement to enforce state limousine regulations. The agreement would include the transfer of fee revenue to offset city enforcement costs. This bill would allow such a city to conduct both annual and random limousine vehicle inspections.

The bill would create several civil infractions:

- failure to meet vehicle equipment and safety standards,
- failure to retain or provide documents to prove that a trip has been prearranged,
- operating a limousine without the required limousine carrier license and limousine vehicle certificates, and
- for violating certain prohibitions on limousine advertising and soliciting customers.

A satisfactory driving record and participation in a random drug testing program would be added to the requirements to qualify as a limousine chauffeur. A failed drug test would be included in the list of items for which the Department of Licensing (DOL) may impose sanctions for unprofessional conduct.

This act would take effect January 1, 2011.

THIS BILL VERSION COMPARED TO THE PREVIOUS BILL VERSION

This bill version removes the portions of the original bill allowing for the regulation of certain limousines as for-hire vehicles. Instead, this version modifies the current statutes regarding limousine regulations. This version would allow a city with a population of 500,000 or more to enter into a cooperative agreement with DOL to regulate limousines in a manner consistent with state law. The agreement may include provisions for the transfer of fee revenue to offset city enforcement costs. Such a city would be allowed to conduct both annual and random limousine vehicle inspections. This bill version also provides for several civil infractions that were not in the previous version of the bill.

This version would add requirements for satisfactory driving records and participation in a random drug testing program in order to qualify as a limousine chauffeur. A failed drug test would be included in the list of items for which the DOL may impose sanctions for unprofessional conduct.

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 \$70,000 in FY 2011 and \$140,000 in subsequent fiscal years to enforce the state limousine regulations. The act would take effect January 2011; therefore expenditures for FY 2011 are for six months of enforcement. Annual expenditures include salary and benefits costs for one Licenses and Standards Inspector (\$80,000) and 0.5 FTE Administrative Specialist II (\$30,000). Another \$30,000 is estimated annually for overhead costs such as building lease, equipment, vehicle, and supplies. The total annual cost is estimated to be \$140,000.

The City of Seattle will perform annual reviews to ensure appropriate enforcement levels. Based on current expenditures for regulation of taxicabs in the city, Seattle anticipates needing to add a second Licenses and Standards Inspector (\$80,000) for a total annual cost of \$220,000. It is unknown if and when a second inspector would be needed to provide sufficient enforcement; therefore the expenditure impact is indeterminate.

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.

DOL estimates that the transfer of fee revenue to Seattle to offset city enforcement costs would be about \$80,000 in FY2011, and about \$195,000 per fiscal year thereafter. DOL assumes that this would not be a lump sum distribution to the city, but there would be regular periodic distributions as revenue was collected, due to staggered expiration dates of licensees throughout the year. Further, the new fees would become effective January 1, 2011 resulting in a delay before sufficient revenue was obtained to begin distributions to the city.

SOURCES CITED:

Washington State Department of Licensing
City of Seattle Revenue and Consumer Affairs Division

