

# Multiple Agency Fiscal Note Summary

<b>Bill Number:</b> 1414 HB	<b>Title:</b> RTA vehicle removal
-----------------------------	-----------------------------------

## Estimated Cash Receipts

NONE

Agency Name	2023-25		2025-27		2027-29	
	GF- State	Total	GF- State	Total	GF- State	Total
Local Gov. Courts						
Loc School dist-SPI						
Local Gov. Other	Non-zero but indeterminate cost and/or savings. Please see discussion.					
Local Gov. Total						

## 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
Department of Licensing	.0	0	0	0	.0	0	0	0	.0	0	0	0
<b>Total \$</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Agency Name	2023-25			2025-27			2027-29		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total
Local Gov. Courts									
Loc School dist-SPI									
Local Gov. Other	Non-zero but indeterminate cost and/or savings. Please see discussion.								
Local Gov. Total									

## Estimated Capital Budget Expenditures

Agency Name	2023-25			2025-27			2027-29		
	FTEs	Bonds	Total	FTEs	Bonds	Total	FTEs	Bonds	Total
Department of Licensing	.0	0	0	.0	0	0	.0	0	0
<b>Total \$</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

Agency Name	2023-25			2025-27			2027-29		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total
Local Gov. Courts									
Loc School dist-SPI									
Local Gov. Other	Non-zero but indeterminate cost and/or savings. Please see discussion.								
Local Gov. Total									

## Estimated Capital Budget Breakout

NONE

<b>Prepared by:</b> Kyle Siefering, OFM	<b>Phone:</b> (360) 995-3825	<b>Date Published:</b> Final
---	---------------------------------	---------------------------------

# Individual State Agency Fiscal Note

<b>Bill Number:</b> 1414 HB	<b>Title:</b> RTA vehicle removal	<b>Agency:</b> 240-Department of Licensing
-----------------------------	-----------------------------------	--

## 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: Mark Matteson	Phone: 360-786-7145	Date: 01/23/2023
Agency Preparation: Aaron Harris	Phone: (360) 902-3795	Date: 01/25/2023
Agency Approval: Gerrit Eades	Phone: (360)902-3863	Date: 01/25/2023
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 01/26/2023

## 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 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

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

Agency 240 – Department of Licensing

Bill Number: 1414 HB

Bill Title: RTA Vehicle Removal

## Part 1: Estimates

**No Fiscal Impact**

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:	Phone: (360)	Date:
Agency Preparation: Aaron Harris	Phone: (360) 902-3795	Date: 01/24/23
Agency Approval: Gerrit Eades	Phone: (360) 902-3931	Date: 01/24/23

Request #	1
Bill #	1414 HB

## **Part 2 – Explanation**

This bill marginally expands the authority of a Regional Transit Authority to tow unauthorized vehicles that obstruct high-capacity transportation rights-of-way. “Unauthorized vehicle” now includes vehicles “on or within” ten feet of either side of the right-of-way, rather than just within.

Effective 90 days sine die.

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

Section 1: Amends RCW 46.55.010 (Definitions)

- Amends criteria relating to the definition of “unauthorized vehicle.”
  - New criteria states that a vehicle is considered unauthorized if it is on or within 10 feet on either side of a right-of-way used by an RTA for high-capacity transportation if the vehicle obstructs operation or jeopardizes public safety.

Section 2: Re-enacts RCW 46.55.080 (Law enforcement, authorized regional transit authority representative, other public official impound, private impound—Master log—Certain associations restricted.)

### **2.B - Cash receipts Impact**

No revenue impact: This bill authorizes a Regional Transit Authority to remove vehicles obstructing the operation of high-capacity transportation rights-of-way. There are no changes to fees or anticipated revenue collections for the Department of Licensing (DOL).

### **2.C – Expenditures**

DOL’s Driver and Vehicle Records program expects to see an increase in abandoned vehicle reports and abandoned recreational vehicle requests but DOL anticipates that the potential increase in workload can be absorbed with existing resources.

## **Part 3 – Expenditure Detail**

### **3.A – Operating Budget Expenditures**

None.

### **3.B – Expenditures by Object or Purpose**

None.

### **3.C – FTE Detail**

None.

## **Part 4 – Capital Budget Impact**

None.

## **Part 5 – New Rule Making Required**

None.



# LOCAL GOVERNMENT FISCAL NOTE

Revised

Department of Commerce

Bill Number: 1414 HB

Title: RTA vehicle removal

## Part I: Jurisdiction-Location, type or status of political subdivision defines range of fiscal impacts.

### Legislation Impacts:

- Cities:
- Counties:
- Special Districts: Regional Transit Authorities
- Specific jurisdictions only:
- Variance occurs due to:

## Part II: Estimates

- No fiscal impacts.
- Expenditures represent one-time costs:
- Legislation provides local option: Regional transit authorities are given expanded authority to tow vehicles, but there is no mandate to do so.
- Key variables cannot be estimated with certainty at this time: How many vehicles would require towing under the RTAs expanded authority.

### Estimated revenue impacts to:

Non-zero but indeterminate cost and/or savings. Please see discussion.

### Estimated expenditure impacts to:

Non-zero but indeterminate cost and/or savings. Please see discussion.

## Part III: Preparation and Approval

Fiscal Note Analyst: Chelsea Mickel	Phone: 518-727-3478	Date: 01/26/2023
Leg. Committee Contact: Mark Matteson	Phone: 360-786-7145	Date: 01/23/2023
Agency Approval: Alice Zillah	Phone: 360-725-5035	Date: 01/26/2023
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 01/26/2023

## **Part IV: Analysis**

### **A. SUMMARY OF BILL**

*Description of the bill with an emphasis on how it impacts local government.*

This bill extends the authority that regional transit authorities have to tow vehicles, but doesn't mandate that they do so. Although the authority of RTAs to tow vehicles is expanded, it is not mandated, and thus provides a local option.

This bill amends language describing the qualifications for impoundment by Regional Transit Authorities (RTA) and reenacts RCW 46.55.080. It removes language specifying authority the during of the 2021-2023 fiscal biennium, and instead indicates that vehicles may be removed on or within 10 feet on either side of a right-of-way used by an RTA for high capacity transportation where the vehicle constitutes an obstruction to the operation of high capacity transportation vehicles or jeopardizes public safety.

### **B. SUMMARY OF EXPENDITURE IMPACTS**

*Expenditure impacts of the legislation on local governments with the expenditure provisions identified by section number and when appropriate, the detail of expenditures. Delineated between city, county and special district impacts.*

This bill would have an indeterminate impact on local government expenditures.

In Washington State, RTAs may be formed by two or more adjacent counties each with a population of 400,000 or more, for the purpose of developing and operating a high capacity transit system. Sound Transit is the only RTA in Washington State, and no other counties are currently eligible. Sound Transit provides light rail, commuter rail, and express bus service to King, Pierce, and Snohomish counties. RCW 46.55.080 states that unauthorized vehicles that have violated time restrictions are subject to removal by an authorized regional transit authority representative if the vehicle is within 10 feet of a right-of-way used by a regional transit authority for high capacity transportation, or if they jeopardize public safety. RTAs contract with registered tow truck services for the removal of vehicles, but an RTA representative must be present when a vehicle is impounded. The representative must then provide a signed authorization for the impounded vehicle to the registered tow truck driver before the towing can proceed. The required presence of an RTA representative and written authorization may increase employee workload, thus increasing expenditures. However, because it is unknown how many vehicles will require towing due to the expanded authorization, the expenditure impacts of increased labor are indeterminate.

RWC 46.55.063 requires fees to be adequate to cover the costs of services provided. This means that the indeterminate costs for towing the vehicle would be offset by indeterminate revenues in the form of fees for parking violators. Costs and revenues are indeterminate because it is unknown how many vehicles will require impoundment as a result of this legislation.

### **C. SUMMARY OF REVENUE IMPACTS**

*Revenue impacts of the legislation on local governments, with the revenue provisions identified by section number, and when appropriate, the detail of revenue sources. Delineated between city, county and special district impacts.*

This bill would have an indeterminate impact local government revenues.

The bill expands the authority of RTAs to tow vehicles, which may result in an increased number of vehicles being towed. However, it is unknown how many vehicles will be towed, which makes revenue increases in the form of parking violation fees indeterminate. These indeterminate revenues may be offset by the indeterminate costs of towing services rendered.

#### **SOURCES**

Department of Commerce

Municipal Research Services Center

Revised Code of Washington, RWC 46.55.010

Revised Code of Washington, RWC 46.55.063

Revised Code of Washington, RWC 46.55.080

