

# LOCAL GOVERNMENT FISCAL NOTE

Department of Commerce

**Bill Number:** 5402 SB

**Title:** PTBA/limited law enforcement

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

### Legislation Impacts:

- Cities:
- Counties:
- Special Districts: Public transportation benefit areas
- Specific jurisdictions only:
- Variance occurs due to:

## Part II: Estimates

- No fiscal impacts.
- Expenditures represent one-time costs:
- Legislation provides local option: Public transportation benefit areas can act as limited authority law enforcement agencies
- Key variables cannot be estimated with certainty at this time: Which public transportation benefit areas would act as limited authority law enforcement agencies

### 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

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Agency Approval: Alice Zillah	Phone: 360-725-5035	Date: 02/14/2023
OFM Review: Tiffany West	Phone: (360) 890-2653	Date: 02/14/2023

## **Part IV: Analysis**

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

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

This bill authorizes public transportation benefit areas (PTBA) to become limited authority law enforcement agencies.

PTBAs are included in the definition of limited authority Washington law enforcement agencies. Designated officers of PTBAs are vested with the authority to enforce general criminal statutes or ordinances of the state within transportation facilities, any bus or other mode of public transportation, and the boundaries of property owned or managed by the PTBA.

Designated officers are authorized to issue traffic infractions for violations of state or local laws, ordinances, regulations, or resolutions relating to stopping, standing, or parking of a vehicle that occur on property owned or managed by the PTBA. PTBA officers are also authorized to enforce the PTBA's rules, regulations and policies regarding passenger conduct.

The inclusion of PTBAs as limited authority law enforcement agencies does not preclude general authority Washington State peace officers from exercising their authority.

### **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.*

By itself, the authority granted in this resolution has no fiscal impact.

For a PTBA that chooses to act on this authority, there would be increased administration, personnel, and operational costs. It is unknown how many personnel would be hired to implement this authority, therefore those costs cannot be estimated.

### **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.*

By itself, the authority granted in this resolution has no fiscal impact.

For a PTBA that chooses to act on this authority, there could be increased revenue from fines collected from issuing traffic infractions for violations of state or local laws, ordinances, regulations, or resolutions relating to stopping, standing, or parking of a vehicle that occur on property owned or managed by the PTBA. It is unknown how many infractions will be issued or the amount of fines, therefore this potential revenue increase is indeterminate.

#### **SOURCE:**

Senate Bill Report, SB 5402, Law and Justice Committee (2/10/2023)