

Multiple Agency Fiscal Note Summary

Bill Number: 5652 S SB AMH TR H1787.1	Title: Tow truck operator comp.
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Estimated Cash Receipts

Agency Name	2023-25			2025-27			2027-29		
	GF-State	NGF-Outlook	Total	GF-State	NGF-Outlook	Total	GF-State	NGF-Outlook	Total
Department of Licensing	Non-zero but indeterminate cost and/or savings. Please see discussion.								
Total \$	0	0	0	0	0	0	0	0	0

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	No fiscal impact					
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
Office of Insurance Commissioner	.0	0	0	0	.0	0	0	0	.0	0	0	0
Washington State Patrol	.0	0	0	0	.0	0	0	0	.0	0	0	0
Department of Licensing	.0	0	0	86,000	.0	0	0	0	.0	0	0	0
Department of Licensing	In addition to the estimate above, there are additional indeterminate costs and/or savings. Please see individual fiscal note.											
Department of Transportation	.0	0	0	0	.0	0	0	0	.0	0	0	0
Total \$	0.0	0	0	86,000	0.0	0	0	0	0.0	0	0	0

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	No fiscal impact								
Local Gov. Total									

Estimated Capital Budget Expenditures

Agency Name	2023-25			2025-27			2027-29		
	FTEs	Bonds	Total	FTEs	Bonds	Total	FTEs	Bonds	Total
Office of Insurance Commissioner	.0	0	0	.0	0	0	.0	0	0
Washington State Patrol	.0	0	0	.0	0	0	.0	0	0
Department of Licensing	.0	0	0	.0	0	0	.0	0	0
Department of Transportation	.0	0	0	.0	0	0	.0	0	0
Total \$	0.0	0	0	0.0	0	0	0.0	0	0

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	No fiscal impact								
Local Gov. Total									

Estimated Capital Budget Breakout

Prepared by: Kyle Siefering, OFM	Phone: (360) 995-3825	Date Published: Final 4/ 7/2023
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Individual State Agency Fiscal Note

Bill Number: 5652 S SB AMH TR H1787.1	Title: Tow truck operator comp.	Agency: 160-Office of Insurance Commissioner
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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:	Phone:	Date: 04/03/2023
Agency Preparation: Andrew Davis	Phone: 360-725-7170	Date: 04/05/2023
Agency Approval: Michael Wood	Phone: 360-725-7007	Date: 04/05/2023
OFM Review: Jason Brown	Phone: (360) 742-7277	Date: 04/05/2023

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.

Section 1 amends RCW 46.44.110 to include that any person operating a vehicle or moving any object or conveyance upon any public highways is liable for payment for vehicle recovery, impound, and storage charges to any registered tow truck operator dispatched by law enforcement or other governmental agency.

Section 2 requires the Department of Licensing to create a program to compensate registered tow truck operators for impounds performed at the direction of law enforcement or other agencies to apply when the owner of the vehicle is indigent, except when the owner has been arrested by a law enforcement officer.

The Office of Insurance Commissioner expects no operational or fiscal impacts from this bill.

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

Bill Number: 5652 S SB AMH TR H1787.1	Title: Tow truck operator comp.	Agency: 225-Washington State Patrol
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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:	Phone:	Date: 04/03/2023
Agency Preparation: Thomas Bohon	Phone: (360) 596-4044	Date: 04/05/2023
Agency Approval: Shawn Eckhart	Phone: 360-596-4083	Date: 04/05/2023
OFM Review: Tiffany West	Phone: (360) 890-2653	Date: 04/05/2023

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.

There is no fiscal impact to the Washington State Patrol (WSP).

Section 1 amends RCW 46.44.110 to state that any operator of a vehicle is liable for payment of vehicle recovery, impound, and storage charges to any registered tow truck operator (RTTO) dispatched by law enforcement or other governmental agencies in addition to all damage any state property may sustain. These costs are limited by the fee schedule adopted pursuant to RCW 46.55.063.

Section 2 directs Department of Licensing (DOL) to create a program to compensate RTTOs for the cost of towing, storing, and any other services incurred during the towing of an indigent person's vehicle when the tow is directed by a law enforcement agency or any other governmental agency.

Section 5 states an effective date of January 1, 2024.

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.

NONE

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.

Under Section 2 of the proposed legislation, DOL is directed to create a program to compensate RTTOs for the cost of towing, storing, and any other services incurred during the towing of an indigent person's vehicle when the tow is directed by a law enforcement agency or any other governmental agency. Reimbursement of costs to RTTOs will be based upon the availability of funding from RCW 46.55.130 (2)(h), which states that surplus moneys derived from the public auctioning of abandoned vehicles by RTTOs are to be remitted to DOL and deposited into the state motor vehicle fund. Nothing in the proposed legislation impacts our responsibilities regarding towing.

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

Bill Number: 5652 S SB AMH TR H1787.1	Title: Tow truck operator comp.	Agency: 240-Department of Licensing
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Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

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

Estimated Operating Expenditures from:

	FY 2024	FY 2025	2023-25	2025-27	2027-29
Account					
Motor Vehicle Account-State 108 -1	86,000	0	86,000	0	0
Total \$	86,000	0	86,000	0	0

In addition to the estimates above, there are additional indeterminate costs and/or savings. Please see discussion.

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:	Phone:	Date: 04/03/2023
Agency Preparation: Don Arlow	Phone: (360) 902-3736	Date: 04/05/2023
Agency Approval: Gerrit Eades	Phone: (360)902-3863	Date: 04/05/2023
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 04/05/2023

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.

Please 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.

Please see attached fiscal note.

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.

Please see attached fiscal note.

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2024	FY 2025	2023-25	2025-27	2027-29
108-1	Motor Vehicle Account	State	86,000	0	86,000	0	0
Total \$			86,000	0	86,000	0	0

In addition to the estimates above, there are additional indeterminate costs and/or savings. Please see discussion.

III. B - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years					
A-Salaries and Wages					
B-Employee Benefits					
C-Professional Service Contracts					
E-Goods and Other Services	86,000		86,000		
G-Travel					
J-Capital Outlays					
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements					
9-					
Total \$	86,000	0	86,000	0	0

In addition to the estimates above, there are additional indeterminate costs and/or savings. Please see discussion.

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: 5652 SSB AMH Bill Title: Tow truck operator comp
TR H1787.1

Part 1: Estimates

No Fiscal Impact

Estimated Cash Receipts:

INDETERMINATE; PLEASE SEE NARRATIVE

Estimated Expenditures:

PARTIALLY INDETERMINATE; PLEASE SEE NARRATIVE

	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
FTE Staff Years	-	-	-	-	-

Operating Expenditures	Fund	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
Motor Vehicle	108	86,000	-	86,000	-	-
Account Totals		86,000	-	86,000	-	-

The revenue 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 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: Steven Puvogel	Phone: (360) 701-6459	Date: 4/3/2023
Agency Preparation: Don Arlow	Phone: (360) 902-3736	Date: 4/5/2023
Agency Approval: Gerrit Eades	Phone: (360) 902-3931	Date:

Request #	1
Bill #	5652 SSB AMH TR H1787.1

Part 2 – Explanation

This bill requires the Department of Licensing (DOL) to create a program to compensate registered tow truck operators (RTTO)s for impounds required by law enforcement for vehicle owners who are indigent. It also sets new requirements for RTTOs, and establishes a new annual report requirement for DOL.

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

Section 1 amends RCW 46.44.110 to provide that individuals operating a vehicle illegally on a public highway are responsible for any towing and storage charges to an RTTO that is dispatched by law enforcement or another governmental agency.

Section 2 adds a new section to Chapter 46.55 RCW:

- Requires DOL to create a program to compensate RTTOs for impounds directed by law enforcement or other agencies in cases where the vehicle owner is indigent.
 - The only exception is when the tow is resulting from an arrest.
 - DOL must provide a form to RTTOs that consists of:
 - A portion for individuals seeking vehicle release to self-certify under penalty of perjury that they understand DOL may verify or audit the provided information.
 - A portion for RTTOs to self-certify they have verified the following information and acknowledge that DOL may audit the provided information:
 - The impound was ordered by law enforcement or another governmental agency.
 - The impound was not following an arrest.
 - The individual seeking vehicle release is the registered owner.
 - Subject to fund availability, DOL must disburse surplus funds deposited under RCW 46.55.130(2)(h) that are not subject to payment for a valid claim.
 - The reimbursement shall equal the cost of towing and storage.
 - If there are more applications than available funds, DOL must create a waitlist in the order forms are received.
 - DOL must provide an annual report to the legislature by October 1st of each year which includes:
 - Total number of tows not following an arrest
 - Number of vehicles released under the program.
 - Number of applicants who received payments and total funds.
 - Number of applicants on the waitlist and total unpaid grants.
 - Number of ineligible applicants and the reasoning.
- Individuals seeking vehicle release under the program must meet the following requirements:
 - Be the legal or registered vehicle owner.
 - Be indigent.
 - Not have the ability to pay for the towing service or be unable to make a payment with incurring severe hardship.
 - Not have applied for vehicle release under the program more than once in the previous year.
 - Fill out and certify the first part of the DOL-provided form and submit it to the RTTO.
- RTTOs seeking payment must fill out the second part of the DOL-provided form and submit to DOL.

- RTTOs must provide information about the program when sending notification of impoundment to the registered owner of a vehicle that may qualify.
- RTTOs must provide notice of this program to any individual seeking to redeem an impounded vehicle that may be eligible, which must include the DOL-provided form.

Section 5 establishes an effective date of January 1, 2024 for Sections 2-4.

2.B - Cash receipts Impact

The cash receipts impact of the bill is indeterminate.

This bill would allow for tow truck operators to be reimbursed for towing and impound fees for qualified vehicle owners. Section 2 of the bill requires that the registered owner of the vehicle be indigent and unable to otherwise pay the towing and impound fee to qualify for the proposed program. When fees are reimbursed the registered owner may retrieve their vehicle.

Under current law vehicles which are not recovered from towing and impound businesses may be sold at auction, and the businesses are able to recover incurred fees from the vehicle auction sale. Any excess proceeds from this sale are then deposited into the Motor Vehicle Fund.

As this bill provides additional pathways for owners to recover their vehicles, we expect it to decrease the total number of vehicles sold at auction. This would also result in a decrease of funds deposited into the motor vehicle account.

2.C – Expenditures

DOL has identified the potential need for staff support following implementation of the bill. The volume of requests and reimbursements is unknown; therefore, the department will assess requirements and request additional resources as needed in a future budget period.

Position tasks:

- Customer Service Specialist 2 resource for processing applications (quantity of licenses processed, indeterminate)
- Customer Service Specialist 3 resource for approving applications and disbursements (quantity of license application and disbursement, indeterminate)
- Management Analyst 3 resource for conducting research and analysis required for the annual reporting of the bill.

Information Services:

The agency will use appropriated funds to hire contract programmers to accomplish this work or to support current staff implementing this legislation within the required timeline. Appropriated funds may also be used to hire agency temporary staff to support permanent staff assigned to this legislative effort.

Any change requires a process to ensure changes are correctly applied to the system. This involves Project Managers that manage the team that completes the update, business analyst that documents and reviews the system changes, architect services that analyzes how the update could have an effect

on other systems or DOL processes, developers who create the change, and testers and quality assurance teams that ensure the update is working correctly.

Cost Category	Description	Rate	2024	2025	2026	2027	2028	2029	Total Cost
TESTER	Test to verify individual components meet requirements; ensure that other business transactions have not been impacted.	\$ 22,620	20,400	-	-	-	-	-	20,400
BUSINESS ANALYST	Determine business requirements; translate requirements into what changes are needed to various systems including account codes, inventory codes, testing considerations, etc.	\$ 16,530	5,000	-	-	-	-	-	5,000
PROJECT MANAGER	Manage schedule and contracts	\$ 28,710	5,700	-	-	-	-	-	5,700
SECURITY AND ARCHITECT SERVICES	Create the conceptual model that defines the structure, behavior and framework of a computerized system including a breakdown of the system into components, the component interactions and interfaces (including with the environment, especially the user), and the technologies and resources to be used in the design.	\$ 16,530	3,300	-	-	-	-	-	3,300
CONTRACTED FAST DEVELOPER / TESTER	Updates to the DRIVES system will require additional vendor hours outside of the contracted maintenance to make system updates to implement this bill.	\$ 37,236	37,200	-	-	-	-	-	37,200
Trainer	Trains business partners and employees in new system processes and capabilities.	\$ 22,620	6,800	-	-	-	-	-	6,800
Project Contingency	Office of the Chief Information Officer designated rate of 10%	\$ 25,474	7,800	-	-	-	-	-	7,800
Totals			86,200	-	-	-	-	-	86,200

What DOL will implement:

1. New eService to allow for registered tow truck operators to apply online for reimbursements of impound fees for indigent individuals.
 - a. Must be licensed in Washington and have an account in DRIVES,
 - b. Will create work item for processing the request.
 - c. Will use SecureAccess Washington (SAW) and require online account.
 - d. Allows for upload of paper forms or electronic entry of application by both the RTTO and the indigent individual.
 - e. Allows for the upload of supporting documentation.
2. New case to process the application for reimbursement.
 - a. Case will be approved or denied.
 - b. Forms will be able to be uploaded and entered by back office for mail-in applications.
3. Create new logic for abandoned vehicle refund credit activity.
 - a. Add refund requestor field for RTTO or previous vehicle owner that uses logic to determine if the vehicle surplus funds are greater than or less than a year from the posting date.
4. Three new letters will be created for response to application process.
 - a. Request for More Information
 - b. Denial
 - c. Approval-Pending Funds
5. Three new reports
 - a. Revenue tracking cube for abandoned vehicle surplus funds
 - b. ADHOC cube for program
 - c. Annual Legislative Report

Part 3 – Expenditure Detail

3.A – Operating Budget Expenditures

Operating Expenditures	Fund	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
Motor Vehicle	108	86,000	-	86,000	-	-
Account Totals		86,000	-	86,000	-	-

3.B – Expenditures by Object or Purpose

Object of Expenditure	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
Goods and Services	86,000	-	86,000	-	-
Total By Object Type	86,000	-	86,000	-	-

3.C – FTE Detail

No FTEs are requested at this time.

Part 4 – Capital Budget Impact

None.

Part 5 – New Rule Making Required

None.

Individual State Agency Fiscal Note

Bill Number: 5652 S SB AMH TR H1787.1	Title: Tow truck operator comp.	Agency: 405-Department of Transportation
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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:	Phone:	Date: 04/03/2023
Agency Preparation: Nicole Daane	Phone: 360-705-7340	Date: 04/05/2023
Agency Approval: Dongho Chang	Phone: 206-440-4804	Date: 04/05/2023
OFM Review: Maria Thomas	Phone: (360) 229-4717	Date: 04/05/2023

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 WSDOT 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

Bill Number: SSB 5652	Title: 5652-S AMH TR H1787.1	Agency: 405-Department of Transportation
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Part I: Estimates

Check applicable boxes and follow corresponding instructions, use the fiscal template table provided to show fiscal impact by account, object, and program (if necessary), **add rows if needed**. If no fiscal impact, check the box below, skip fiscal template table, and go to Part II to explain briefly, why the program believes there will be no fiscal impact to the department.

No Fiscal Impact (Explain in section II. A)

If a fiscal note is assigned to our agency, someone believes there might be, and we need to address that, showing why there is no impact to the department.

Indeterminate Cash Receipts Impact (Explain in section II. B)

Indeterminate Expenditure Impact (Explain in section II. C)

If fiscal impact is less 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 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**

Revised

The cash receipts and expenditure estimates on this fiscal template represent the most likely fiscal impact. Factors impacting the precision of these estimates, and alternate ranges (if appropriate), are explained in Part II.

Agency Assumptions

N/A

Agency Contacts:

Preparer: Nicole Daane	Phone: 564-669-4537	Date:04/03/2023
Approval: Dongho Chang	Phone: 206 651-5122	Date:04/03/2023
Budget Manager: Chad Johnson	Phone: 360-259-3886	Date: 04/04/2023

Individual State Agency Fiscal Note

Part II: Narrative Explanation

II. A - Brief description of what the measure does that has fiscal impact.

Briefly describe by section number (sections that will change WSDOT costs or revenue), the significant provisions of the bill, and any related workload or policy assumptions that have revenue or expenditure impact on the responding agency. List the sections that have fiscal impact to WSDOT only. E.g., "Section 3 directs the Department to ..." No

The Substitute Senate Bill 5652 (SSB 5652) with striking amendment AMH TR H1787.1 provides for tow companies to go after the person or company operating a vehicle that requires the services of a tow company for costs incurred during recovery, impound and storage. Currently they don't have language in statute that allows for this which this bill seeks to provide. This can be an issue when an uninsured motorist is involved in a collision who simply has the vehicle towed away as part of our collective traffic incident management processes and then neglects to pay for that service. It's also been a problem with abandoned vehicles and derelict RVs left on the side of the road where tow companies have no recourse to charge someone other than the registered owner on file.

The Washington State Department of Transportation in general does not dispatch registered tow truck operators (RTTOs). Rather, the Washington State Patrol holds contracts with the RTTOs and dispatches them when needed on the highways as part of the response and road clearing process.

Sec 1: Adds language stating that any person operating a vehicle may be liable for payment of vehicle recovery, impound, and storage charges to a tow truck operator.

Sec 2: States that the department will create a new program and report on it. The department would be Department of Licensing as the Lead Agency.

Sec 3: Adds language for the tow truck operator to release the vehicle under the program established in section 2.

Sec 4: Adds language for the tow truck operator to complete a form from section 2 (4) (a) in the event a person completes the first part of this form to seek release of a vehicle.

Sec 5: Add language that these changes will take effect on January 1, 2024.

II. B – Cash Receipts Impact

N/A

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.

N/A

Part III: Expenditure Detail

III. A - Expenditures by Object or Purpose

N/A

Individual State Agency Fiscal Note

Part IV: Capital Budget Impact

N/A

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.

N/A

LOCAL GOVERNMENT FISCAL NOTE

Department of Commerce

Bill Number: 5652 S SB AMH
TR H1787.1

Title: Tow truck operator comp.

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

Legislation Impacts:

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

Part II: Estimates

- No fiscal impacts.
 Expenditures represent one-time costs:
 Legislation provides local option:
 Key variables cannot be estimated with certainty at this time:

Estimated revenue impacts to:

None

Estimated expenditure impacts to:

None

Part III: Preparation and Approval

Fiscal Note Analyst: James Vogl	Phone: 360-480-9429	Date: 04/07/2023
Leg. Committee Contact:	Phone:	Date: 04/03/2023
Agency Approval: Tammi Alexander	Phone: 360-725-5038	Date: 04/07/2023
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 04/07/2023

Part IV: Analysis

A. SUMMARY OF BILL

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

The proposed legislation concerns compensation for tow truck operators.

Section 1 would amend RCW 46.44.110, specifying that certain people would be liable for “payment for vehicle recovery, impound, and storage charges to any registered tow truck operator dispatched by law enforcement or other governmental agency, as a result of any illegal operation of the vehicle.”

This requirement would apply “to any person operating any vehicle or moving any object or contrivance in any illegal or negligent manner or without a special permit as provided by law for vehicles, objects, or contrivances that are overweight, overwidth, overheight, or overlength” on “any public highway in this state or upon any bridge or elevated structure that is a part of any such public highway.”

Finally, the amendments to this section would specify that “costs attributable to vehicle recovery, impound, and storage charges for any registered tow truck operator dispatched by law enforcement or other governmental agency under this section is assumed to be the amounts recoverable.” These amounts would be required not to exceed the amounts established under the fee schedule pursuant to RCW 46.55.063.

Section 2 would add a new section to chapter 46.55 RCW, requiring the Department of Licensing to create “a program to compensate registered tow truck operators for impounds performed at the direction of law enforcement or other agencies to apply when the owner of the vehicle is indigent.”

Sections 3 and 4 would amend two sections of chapter 46.55 RCW, including references to the program that section 2 of the proposed legislation would create.

Section 5 specifies that sections 2 through 4 of the proposed legislation would take effect on January 1, 2024.

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.

The proposed legislation would have no impact on local government expenditures.

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.

The proposed legislation would have no impact on local government revenues.