

Multiple Agency Fiscal Note Summary

Bill Number: 5730 P SB PSSB5730 S-3493.2	Title: Relating to impounds of vehicles used as residences
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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	Fiscal note not available					
Loc School dist-SPI						
Local Gov. Other	Fiscal note not available					
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
Administrative Office of the Courts	Fiscal note not available											
Office of State Treasurer	.0	0	0	0	.0	0	0	0	.0	0	0	0
Office of Attorney General	.0	0	0	0	.0	0	0	0	.0	0	0	0
Department of Commerce	Fiscal note not available											
Washington State Patrol	Fiscal note not available											
Department of Licensing	1.0	0	0	314,000	2.0	0	0	430,000	2.0	0	0	430,000
Department of Fish and Wildlife	.2	146,000	146,000	146,000	.0	0	0	0	.0	0	0	0
Total \$	1.2	146,000	146,000	460,000	2.0	0	0	430,000	2.0	0	0	430,000

Agency Name	2023-25			2025-27			2027-29		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total
Local Gov. Courts	Fiscal note not available								
Loc School dist-SPI									
Local Gov. Other	Fiscal note not available								
Local Gov. Total									

Estimated Capital Budget Expenditures

Agency Name	2023-25			2025-27			2027-29		
	FTEs	Bonds	Total	FTEs	Bonds	Total	FTEs	Bonds	Total
Administrative Office of the Courts	Fiscal note not available								
Office of State Treasurer	.0	0	0	.0	0	0	.0	0	0
Office of Attorney General	.0	0	0	.0	0	0	.0	0	0
Department of Commerce	Fiscal note not available								
Washington State Patrol	Fiscal note not available								
Department of Licensing	.0	0	0	.0	0	0	.0	0	0
Department of Fish and Wildlife	.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	Fiscal note not available								
Loc School dist-SPI									
Local Gov. Other	Fiscal note not available								
Local Gov. Total									

Estimated Capital Budget Breakout

NONE

Prepared by: Kyle Siefering, OFM	Phone: (360) 995-3825	Date Published: Preliminary 1/10/2024
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Individual State Agency Fiscal Note

Bill Number: 5730 P SB PSSB5730_S-349 .2	Title: Relating to impounds of vehicles used as residences	Agency: 090-Office of State Treasurer
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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: Melissa Van Gorkom	Phone: 360-786-7491	Date: 01/04/2024
Agency Preparation: Dan Mason	Phone: (360) 902-8990	Date: 01/04/2024
Agency Approval: Dan Mason	Phone: (360) 902-8990	Date: 01/04/2024
OFM Review: Amy Hatfield	Phone: (360) 280-7584	Date: 01/05/2024

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.

PSSB 5730 S-3493.2 modifies the use of funds in the abandoned recreational vehicle disposal account.

There is no fiscal impact to the office associated with this amendment.

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: 5730 P SB PSSB5730_S-349 .2	Title: Relating to impounds of vehicles used as residences	Agency: 100-Office of Attorney General
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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: Melissa Van Gorkom	Phone: 360-786-7491	Date: 01/04/2024
Agency Preparation: Dan Jensen	Phone: 360-664-9429	Date: 01/09/2024
Agency Approval: Edd Giger	Phone: 360-586-2104	Date: 01/09/2024
OFM Review: Val Terre	Phone: (360) 280-3973	Date: 01/10/2024

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.

The Attorney General's Office Public Lands Conservation (PLC) has reviewed this bill and determined the enactment of this bill will not impact the provision of legal services to the Department of Natural Resources (DNR) or the Washington Department of Fish & Wildlife (WDFW) because the procedural protections provided to vehicle owners who live in their cars will not drive a legal workload for the AAGs serving DNR and WDFW.

The AGO Agriculture and Health Division (AHD) has reviewed this bill and determined it will not significantly increase or decrease the division's workload in representing the Department of Commerce. New legal services to implement Section 4 funding of safe lots are anticipated to be nominal, therefore, costs are not included in this request.

The AGO General Compliance Enforcement Division (GCE) has reviewed this bill and determined it will not significantly increase or decrease the division's workload in representing the Washington State Patrol (WSP).

1. GCE provides advice and litigation support to Washington State Patrol (WSP) for vehicle impoundments. This bill would make numerous changes to the statutes governing the impoundments of vehicles.

2. Sections 1 and 8 of this bill would codify the legislature's intent that vehicles illegally parked in public places would not qualify as homesteads under chapter 6.13 RCW, and would amend RCW 6.13.010 to expressly exclude from the definition of a homestead vehicles being used as a residence that are illegally parked on public property or in a public right of way. Under existing law and the Washington State Supreme Court's decision in *City of Seattle v. Long*, a court can return a vehicle to a petitioner without payment of fees under the Homestead Act if the vehicle was being used as the petitioner's primary residence. Because a determination that a vehicle is a Homestead under existing law does not extinguish the debt owed for the cost of impound and storage, we do not anticipate that these changes, removing Homestead protections from a small number of vehicles, would result in either an increase or decrease of work for this client.

3. Section 3 of this bill would create new authority for impoundment of a vehicle that is located on publicly owned or controlled property. Similar to the provisions already existing in RCW 46.55.085 for the impoundment of tagged vehicles left in a highway right-of-way for more than 24 hours, new Section 3 would allow the removal of tagged unauthorized vehicle after 72 hours for a first offense, and after 24 hours for subsequent offenses. Section 2 would make changes to the definition of unauthorized vehicle consistent with the provisions in Section 3. We assume the changes in these sections of the bill would be nominal. Therefore, costs are not included in this request.

4. Section 5 of this bill would amend RCW 46.55.120(1) to allow a court to order the release of a vehicle to any person meeting the criteria to redeem the vehicle. If ownership or authorization to use, reside it, or redeem a vehicle is disputed, it would allow a court to review additional information and to continue the hearing to allow the person an opportunity to file the appropriate paperwork with the Department of Licensing (DOL). It would also allow a court to consider a hearing request filed beyond the 10-day timely filing deadline for good cause if the vehicle was being used as a residence. If a petitioner was found to be indigent and the vehicle was being used as a residence, it would allow a court to reduce the amount of towing and storage fees. The tow operator could apply to DOL for payment from the abandoned recreational vehicle disposal account to reimburse the tow operator for the difference between the reduced fees and the tow operator's actual costs for towing and storage. Under Section 6 of this bill, if at any time the funds in the abandoned recreational vehicle disposal account are insufficient to reimburse tow operators for the difference between the reduced fees and the tow operator's actual costs for towing and storage, DOL must create and maintain a waitlist to govern distribution of future funds.

5. We do not anticipate that the ability for a court to order the release of a vehicle following a hearing or the extension of the filing deadline would result in any increased work for this client. Timeliness arguments are already commonly raised in

impound hearings, and under Long, a court can already return a vehicle to a petitioner without payment of fees under the Homestead Act and can also reduce a petitioner's fees if the court determines the fees are in violation of the eighth amendment excessive fines provision. Therefore, we do not anticipate that these changes would result in the need for any appreciable increased litigation support for this client. New legal services are nominal, and costs are not included in this request.

The AGO Administration Division (ADM) has reviewed this bill and determined it will not increase or decrease the division's workload. Therefore, no costs are included in this request.

The AGO Revenue and Finance Division (REV) has reviewed this bill and determined it will not significantly increase or decrease the division's workload in representing the Office of State Treasurer (OST).

The AGO Licensing & Administrative Law Division (LAL) has reviewed this bill and determined it will not significantly increase or decrease the division's workload in representing the Department of Licensing (DOL).

The enactment of this bill will not impact LALs provision of legal services to DOL as the bill allows for a tow truck operator to apply to DOL for reimbursement on the difference between any court ordered reduced fees and costs and the actual costs for towing and storage of an impounded vehicle which is used as a residence. The enactment of this bill may require some advice, rulemaking or litigation, but new legal services are nominal, and costs are not included in this request.

The AGO Transportation and Public Construction Division (TPC) has reviewed this bill and determined it will not significantly increase or decrease the division's workload in representing the Department of Transportation (WSDOT).

The enactment of this bill would not result in a fiscal impact on the provision of legal services to WSDOT because, although WSDOT encounters vehicles being used as residences on real property owned or controlled by WSDOT that would be subject to this bill, these are isolated instances requiring only limited legal advice. WSDOT has not been identified as an agency affected by this bill, and TPC agrees that there would be no fiscal impact with regard to legal representation of WSDOT. No costs would be incurred in the provision of legal services. New legal services are nominal, and costs are not included in this request.

TPC has reviewed this bill and determined the enactment of this bill would not result in a fiscal impact on the provision of legal services to the Department of Enterprise Services (DES) because, although DES encounters vehicles being used as residences on real property owned or controlled by DES that would be subject to this bill, these are isolated instances requiring only limited legal advice that would not meet the threshold for a fiscal impact. DES has not been identified as an agency affected by this bill, and TPC agrees that there would be no fiscal impact with regard to legal representation of DES. No costs would be incurred in the provision of legal services. Therefore, no costs are included in this request.

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: 5730 P SB PSSB5730_S-349 .2	Title: Relating to impounds of vehicles used as residences	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
FTE Staff Years	0.0	2.0	1.0	2.0	2.0
Account					
Abandoned Recreational Vehicle Disposal Account-State 22J-1	0	314,000	314,000	430,000	430,000
Total \$	0	314,000	314,000	430,000	430,000

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: Melissa Van Gorkom	Phone: 360-786-7491	Date: 01/04/2024
Agency Preparation: Gerrit Eades	Phone: (360) 902-3931	Date: 01/09/2024
Agency Approval: Collin Ashley	Phone: (564) 669-9190	Date: 01/09/2024
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 01/10/2024

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.

Sec. 5 – Amends RCW 46.55.120

(1)(a)(ix) allows individuals authorized by a court to redeem a vehicle after an impound hearing or other procedure.

(A) allows court or administrative hearing officers of the impounded vehicle jurisdiction, to order a vehicle release for individuals meeting the current statute criteria after a hearing or legal proceeding

(B) if vehicle ownership or use authorization by the legal/registered owner is disputed, court or hearing officers are allowed to review additional information and evidence at a court or administrative hearing

If an individual cannot present sufficient evidence that they meet current statute criteria, courts are allowed to delay the hearing up to 15 business days unless extenuating circumstances require additional time.

If a claimant files under RCW 46.12.680 during this time, a court may grant additional continuance until the legal proceeding has ended.

(2)(b) allows a court to consider a late hearing request when the vehicle is used as a residence if it is made in writing on the provided form more than 5 days before the auction.

(3)(c)(ii) if a court finds that a vehicle is being used as a residence, they may consider the individual's ability to pay the towing and storage fees.

If the individual is indigent and using a vehicle as residence, they may reduce the fees.

DOL must pay the difference between reduced fees and the RTTOs actual costs for towing and storage.

Sec. 6 – Adds new section to chapter 46.53 RCW.

(1) Allows an RTTO to request reimbursement from DOL for the difference between the reduced fees and their actual costs.

(2) The Department must use funds authorized by the Abandoned RV account, at RCW 46.68.175. DOL must create and maintain a waitlist.

Sec. 7 – Amends RCW 46.68.175 to allow reimbursement under this act to come out of the ARV program fund.

(b) RTTOs for costs related to a vehicle used as a residence between actual and reduced costs.

Sec. 9 – Effective date January 1, 2025.

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.

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.

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
22J-1	Abandoned Recreational Vehicle Disposal Account	State	0	314,000	314,000	430,000	430,000
Total \$			0	314,000	314,000	430,000	430,000

III. B - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years		2.0	1.0	2.0	2.0
A-Salaries and Wages		101,000	101,000	202,000	202,000
B-Employee Benefits		45,000	45,000	90,000	90,000
C-Professional Service Contracts					
E-Goods and Other Services		168,000	168,000	138,000	138,000
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 \$	0	314,000	314,000	430,000	430,000

III. C - Operating FTE 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 2024	FY 2025	2023-25	2025-27	2027-29
Licensing Services Representative 1	48,864		2.0	1.0	2.0	2.0
Total FTEs			2.0	1.0	2.0	2.0

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: PSSB 5730

Bill Title: Impounds of vehicles used as residences

Part 1: Estimates

No Fiscal Impact

Estimated Cash Receipts:

INDETERMINATE; PLEASE SEE NARRATIVE

Estimated Expenditures:

		FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
FTE Staff Years		-	2.0	1.0	2.0	2.0
Operating Expenditures	Fund	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
Abandoned Rec Vehicle Disposal	22J	-	314,000	314,000	430,000	430,000
Account Totals		-	314,000	314,000	430,000	430,000

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: Melissa Van Gorkom	Phone: (360) 786-7491	Date: 01/04/2024
Agency Preparation: Gerrit Eades	Phone: (360) 902-3931	Date: 01/08/2024
Agency Approval: Collin Ashley	Phone: (360) 634-5384	Date: 01/09/2024

Request #	1
Bill #	5730 PSSB

Part 2 – Explanation

This bill allows Registered Tow Truck Operators (RTTOs) to apply for reimbursement from DOL (out of the abandoned RV disposal account), if a court reduces the fees they are allowed to charge for vehicle impoundment from indigent individuals using the vehicle as a residence.

2.A – Brief Description of What the Measure Does That Has Fiscal Impact

Sec. 5 – Amends RCW 46.55.120

- (1)(a)(ix) allows individuals authorized by a court to redeem a vehicle after an impound hearing or other procedure.
 - (A) allows court or administrative hearing officers of the impounded vehicle jurisdiction, to order a vehicle release for individuals meeting the current statute criteria after a hearing or legal proceeding
 - (B) if vehicle ownership or use authorization by the legal/registered owner is disputed, court or hearing officers are allowed to review additional information and evidence at a court or administrative hearing
 - If an individual cannot present sufficient evidence that they meet current statute criteria, courts are allowed to delay the hearing up to 15 business days unless extenuating circumstances require additional time.
 - If a claimant files under RCW 46.12.680 during this time, a court may grant additional continuance until the legal proceeding has ended.
- (2)(b) allows a court to consider a late hearing request when the vehicle is used as a residence if it is made in writing on the provided form more than 5 days before the auction.
- (3)(c)(ii) if a court finds that a vehicle is being used as a residence, they may consider the individual's ability to pay the towing and storage fees.
 - If the individual is indigent and using a vehicle as residence, they may reduce the fees.
 - DOL must pay the difference between reduced fees and the RTTOs actual costs for towing and storage.

Sec. 6 – Adds new section to chapter 46.53 RCW.

- (1) Allows an RTTO to request reimbursement from DOL for the difference between the reduced fees and their actual costs.
- (2) The Department must use funds authorized by the Abandoned RV account, at RCW 46.68.175. DOL must create and maintain a waitlist.

Sec. 7 – Amends RCW 46.68.175 to allow reimbursement under this act to come out of the ARV program fund.

(b) RTTOs for costs related to a vehicle used as a residence between actual and reduced costs.

Sec. 9 – Effective date January 1, 2025.

2.B - Cash receipts Impact

The cash receipts impact of this bill is indeterminate. This bill would have an indeterminate but minor impact on revenue collected by the Department of Licensing. DOL collects money from the auctioned sale of impounded vehicles to the motor vehicle fund (Fund 108), this bill would create a pathway for

individuals with limited means to pay impound fees to recover their vehicles which would likely decrease the number of impounded vehicles sold at auction and decrease related funds collected by DOL.

The Abandoned Vehicle forecast estimates the revenue that will be collected from the sale of impounded vehicles. Due to the variability of vehicle sale prices and the unknown portion of impounded vehicles that may be impacted by this bill this forecast is not sufficient to create a determinate estimate of impact.

2.C – Expenditures

Programs and Services Division (PSD):

What PSD Will Implement:

With this being a new scope of work, Driver Vehicle Records (DVR) estimates an additional 2 Licensing Service Representative (LSR1) FTEs are needed to review applications and documents, approve, and process payments.

Assumptions:

There will be impacts to the Application & Issuance team in DVR. This new scope of work will require a case management system update in DRIVES, similar to the ARVs. There will be a need to create a new application form, preferably an online application system.

Information Services (ISD):

What IS Will Implement:

1. Modify current 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 SAW and require online account.
 - d. Allows for upload of paper forms or electronic entry of application by the RTTO.
 - e. Allows for the upload of supporting documentation.
2. The case to process the application for reimbursement for this process is separate from the existing reimbursement program.
 - a. The case will be approved or denied.
 - b. Forms will be able to be uploaded and entered by back office for mail-in applications.
 - c. New work queue to process applications.
3. 3 new letters will be created for response to application process.
 - a. Request for More Information
 - b. Denial
 - c. Approval-Pending Funds
4. Modify or create a new report.

- a. Revenue tracking cube
- b. ADHOC cube for program
- c. RTTO report (self-service for RTTOs to pull from eService)

Assumptions:

- 1. Business will provide letter templates.
- 2. Business will define parameters for reports.
- 3. No OneWA impact.
- 4. No OCIO oversight needed.

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.	\$ 27,144	-	27,100	-	-	-	-	27,100
BUSINESS ANALYST	Determine business requirements; translate requirements into what changes are needed to various systems including account codes, inventory codes, testing considerations, etc.	\$ 19,836	-	6,000	-	-	-	-	6,000
PROJECT MANAGER	Manage schedule and contracts	\$ 34,452	-	6,900	-	-	-	-	6,900
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.	\$ 19,836	-	4,000	-	-	-	-	4,000
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.	\$ 27,144	-	8,100	-	-	-	-	8,100
Project Contingency	Office of the Chief Information Officer designated rate of 10%	\$ 29,824	-	8,900	-	-	-	-	8,900
Totals			-	98,200	-	-	-	-	98,200

Support Services:

Agency Administrative Overhead is included at a rate of 23.4 percent of the direct program costs. This funding received covers agency-wide functions such as vendor payments, contract administration, financial management, mail processing, equipment management, help desk support, and technical assistance to DOL employees. These indirect costs are shown under object E.

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
Abandoned Rec Vehicle Disposal	22J	-	314,000	314,000	430,000	430,000
Account Totals		-	314,000	314,000	430,000	430,000

3.B – Expenditures by Object or Purpose

Object of Expenditure	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
FTE Staff Years	0.0	2.0	1.0	2.0	2.0
Salaries and Wages	-	101,000	101,000	202,000	202,000
Employee Benefits	-	45,000	45,000	90,000	90,000
Goods and Services	-	168,000	168,000	138,000	138,000
Total By Object Type	-	314,000	314,000	430,000	430,000

3.C – FTE Detail

Staffing	Salary	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
Licensing Services Representative 1	48,864	0.0	2.0	1.0	2.0	2.0
Total FTE		0.0	2.0	1.0	2.0	2.0

Part 4 – Capital Budget Impact

None.

Part 5 – New Rule Making Required

None.

Individual State Agency Fiscal Note

Bill Number: 5730 P SB PSSB5730_S-349 .2	Title: Relating to impounds of vehicles used as residences	Agency: 477-Department of Fish and Wildlife
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Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

NONE

Estimated Operating Expenditures from:

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years	0.0	0.3	0.2	0.0	0.0
Account					
General Fund-State 001-1	0	146,000	146,000	0	0
Total \$	0	146,000	146,000	0	0

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: Melissa Van Gorkom	Phone: 360-786-7491	Date: 01/04/2024
Agency Preparation: David Hoeveler	Phone: (360) 970-1638	Date: 01/09/2024
Agency Approval: David Hoeveler	Phone: (360) 970-1638	Date: 01/09/2024
OFM Review: Matthew Hunter	Phone: (360) 529-7078	Date: 01/09/2024

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.

The proposed legislation will require training for officers. It will also require the development, approval, and production of stickers to attach to abandoned vehicles.

Section 3 (1) A law enforcement officer discovering an unauthorized vehicle left on publicly owned or controlled property shall attach to the vehicle a readily visible notification sticker. The sticker shall contain the following information:

- (a) The date and time the sticker was attached;
 - (b) The identity of the officer;
 - (c)(i) For the first offense, a statement that the owner has 72 hours to declare the vehicle is being used as a residence and move the vehicle to a safe parking area or the law enforcement officer may provide for the vehicle's removal to a place of safety and stored at the owner's expense;
 - (ii) For any subsequent offense, a statement that if the vehicle is not removed within 24 hours, the law enforcement officer may provide for the vehicle's removal to a place of safety and stored at the owner's expense;
 - (d) A statement that if the vehicle is not redeemed as provided in RCW 46.55.120, the registered owner will have committed the traffic infraction of littering—abandoned vehicle; and
 - (e) The address and telephone number where additional information may be obtained.
- (2) If the vehicle has Washington license plates, the officer shall check the records to learn the identity of the last owner of record. The officer or his or her department shall make a reasonable effort to contact the owner by telephone in order to give the owner the information on the notification sticker.
- (3) For the purposes of this section, a place of safety includes the business location of a registered tow truck operator.

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.

The notification stickers defined in Section 3 of the bill will have to be designed, approved by the AGO, then printed and distributed to DFW's commissioned officers. All commissioned staff will have to be trained on the use and application of the stickers. The training will be conducted to standard with internal resources. The Department will train approximately 141 personnel for FY25. The population will be split in half for two training sessions. The costs for the training include the standard employee costs, OT salary, OT benefits, and travel costs. The OT salary and OT benefits will cover backfilling officers that rotate through training to reduce impacts to mission capacity. The standard employee costs are \$6,600. OT Salary and OT benefits are calculated as 0.2 FTEs of 103 law enforcement officers = \$45,802, and 0.1 FTEs of 26 law enforcement sergeants = \$27,407. Additionally, travel costs are one day of per diem and one night of lodging for 90 percent of the staff traveling from outside the local area. Per diem = $(141 \times 90\% \times \$74) = \$9,391$ and lodging = $(141 \times 90\% \times \$140) = \$17,766$. An infrastructure and program support rate of 36.03 percent is included in Object T and is calculated based on WDFW's federally approved indirect rate.

Average training cost will be \$146,000 per year.

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2024	FY 2025	2023-25	2025-27	2027-29
001-1	General Fund	State	0	146,000	146,000	0	0
Total \$			0	146,000	146,000	0	0

III. B - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years		0.3	0.2		
A-Salaries and Wages		58,000	58,000		
B-Employee Benefits		15,000	15,000		
C-Professional Service Contracts					
E-Goods and Other Services		8,000	8,000		
G-Travel		27,000	27,000		
J-Capital Outlays					
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements		38,000	38,000		
9-					
Total \$	0	146,000	146,000	0	0

III. C - Operating FTE 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 2024	FY 2025	2023-25	2025-27	2027-29
FISH & WILDLIFE ENFORCEMENT OFFICER			0.2	0.1		
FISH & WILDLIFE ENFORCEMENT SERGEANT			0.1	0.1		
Total FTEs			0.3	0.2		0.0

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.