

FISCAL NOTE(Form 1)  
(Office of Fiscal Analysis)  
Analyst: 4/24/92, SP  
tk  
Version:

BILL NUMBER: SHB 5779  
FILE NUMBER:  
AMENDMENTS:

TITLE: "AN ACT CONCERNING THE REMOVAL OF VESSELS BY HARBOR MASTERS"

FAVORABLY REPORTED BY Transportation, Judiciary

EFFECTIVE DATE: 10/1/92

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FISCAL IMPACT STATEMENT - BILL NUMBER SHB 5779

STATE IMPACT	Minimal Cost, Potential Minimal Revenue Gain (Transportation Fund), see explanation below
MUNICIPAL IMPACT	Potential Minimal Costs, see explanation below
STATE AGENCY(S)	Department of Transportation

EXPLANATION OF ESTIMATES:

STATE AND MUNICIPAL IMPACT: Since, under this bill, State and local police officers would be allowed to remove vessels, take them into custody and send written notices by certified mail to the owner's of vessels that have been taken into custody, it is anticipated that costs could be incurred by these governmental entities. However, such costs are indeterminate, but it is anticipated that they could be absorbed within normal budgetary resources.

Moreover, according to the bill, a municipality's chief executive officer may appoint hearing officers when actions are contested by vessel owners. The assumption is, although not specified, that the respective municipal entity will assume the costs associated with the hearings. Again, it is anticipated that these costs can be absorbed within the municipality's budgetary resources. However, the bill is not specific on the liability issue for removal costs and legal and court expenses when a vessel owner is found not to have violated any orders.

Since a vessel owner or harbor master can appeal the hearing officer's decision to the Superior Court, a potential minimal caseload increase is anticipated. Such caseload increase can be accommodated within available resources.

Since the \$50 fee is being eliminated and is being replaced with an infraction of at least \$85, a minimal revenue gain to the Special Transportation Fund is anticipated.