

## Department of Planning and Budget 2008 Fiscal Impact Statement

**1. Bill Number:** SB707

House of Origin    ☐ Introduced    ☐ Substitute    ☒ Engrossed  
Second House    ☒ In Committee    ☐ Substitute    ☐ Enrolled

**2. Patron:** Norment

**3. Committee:** Transportation

**4. Title:** Board for Towing and Recovery Operators.

**5. Summary:** This bill provides that in even-numbered years, the chairman of the Board of Towing and Recovery Operators will be a licensed Class A operator and the vice-chairman a licensed Class B operator, and in odd-numbered years, the chairman will be a licensed Class B operator and the vice-chairman a licensed Class A operator. The bill also extends the effective date for Board regulations pertaining to public safety towing and recovery services to July 1, 2010. With regards to towing licenses, the bill directs that any violation on or after January 1, 2009, will constitute a Class 1 misdemeanor. The bill contains an enactment clause specifying that prior to drafting any public safety towing regulations, the Board will hold four public meetings to receive comments and recommendations regarding the appropriate equipment, standards, training, safety, and other factors related to providing public safety towing and recovery services.

**6. Fiscal Impact Estimates:** Preliminary. See Item #10.

**7. Budget amendment necessary:** No.

**8. Fiscal implications:** Public safety towing and recovery services are those services requested by a state or local law-enforcement agency. The criteria established by Board regulations related to public safety towing and recovery services will be used to develop a list of eligible Class A and Class B operators available to law enforcement for that type of towing service. While the bill extends the effective date for regulations pertaining to public safety towing and recovery services to July 1, 2010, the revenue to be generated from public safety licensure was not included in the agency's revenue estimates for fiscal year 2009.

**9. Specific agency or political subdivisions affected:** Board of Towing and Recovery Operators.

**10. Technical amendment necessary:** If the intent of the phrase "public meetings" in the enactment clause is to signify full meetings of the Board of Towing and Recovery Operators, the four regional meetings with at least a quorum of members and staff (10) present will result in increased expenditures estimated at \$20,000. However, if the intent is in the spirit of "public hearing," with Board members from the particular meeting region and staff (a total of at least four), then the agency will incur costs of between \$3,000 and \$5,000 for the four events.

**11. Other comments:** None.

**Date:** 2/14/2008/jlv

**Document:** G:\08-10\FIS\SB707ES1.Doc Janet Vogelgesang

cc: Secretary of Transportation