

# HOUSE BILL REPORT

## HB 2844

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*As Passed Legislature*

**Title:** An act relating to deficiency claims against owners of impounded vehicles.

**Brief Description:** Removing the limitation on deficiency claims against owners of vehicles subjected to a law enforcement impound.

**Sponsor(s):** Representatives Zellinsky and R. Fisher.

**Brief History:**

Reported by House Committee on:  
Transportation, February 10, 1992, DP;  
Passed House, February 17, 1992, 96-1;  
Amended by Senate;  
Passed Legislature.

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**HOUSE COMMITTEE ON  
TRANSPORTATION**

**Majority Report:** *Do pass.* Signed by 25 members:  
Representatives R. Fisher, Chair; R. Meyers, Vice Chair;  
Betrozoff, Ranking Minority Member; Chandler, Assistant  
Ranking Minority Member; Brough; Cantwell; Cooper; Day;  
G. Fisher; Forner; Haugen; Horn; P. Johnson; R. Johnson;  
Jones; Kremen; Mitchell; Nelson; Orr; Prentice; Prince;  
Schmidt; Wilson; Wood; and Zellinsky.

**Minority Report:** *Do not pass.* Signed by 1 member:  
Representative Heavey.

**Staff:** Brad Lovaas (786-7307).

**Background:** A registered tow truck operator who has lawfully impounded and stored a vehicle has a lien upon the vehicle for the impound and storage charges incurred.

If a vehicle remains unclaimed after the proper notification and waiting period, the tow truck operator must sell the vehicle at public auction.

Current statute provides that if an operator does not satisfy the lien through the sale of the vehicle at public auction, the operator may exert a deficiency claim of up to \$300, less the amount received at auction, against the last

registered owner. For vehicles over 10,000 pounds gross vehicle weight, the operator has a deficiency claim of \$1,000 less the bid at auction.

**Summary of Bill:** The limitation on deficiency claims does not apply to law enforcement-directed impounds.

**Fiscal Note:** Not requested.

**Effective Date:** Ninety days after adjournment of session in which bill is passed.

**Testimony For:** Since most law enforcement impounds are set by contract, the need to limit charges is unnecessary.

**Testimony Against:** None.

**Witnesses:** Stu Halsan, Washington Tow Truck Association; and Al Runte, Ibsen Towing and Washington Tow Truck Association.