

November 22, 1993  
Clerk

Introduced by: Sims, Sullivan  
Phillips, Laing  
Pullen, Barden  
Derdowski

Proposed No.: 93-731

ORDINANCE NO.

**11123**

1  
2 AN ORDINANCE establishing an exemption from the  
3 vehicle license fee for persons who are disabled  
4 or are over 61 years of age and who are low  
5 income and adding new sections to K.C.C. 4.26.

6 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

7 SECTION 1. A new section is hereby added to K.C.C. 4.26 to read as  
8 follows:

9 A. "Combined disposable household income" shall mean the  
10 disposable income of the person applying for the exemption plus the  
11 disposable income of all persons in the household.

12 B. "Disposable income" shall mean the same as the term is defined  
13 by RCW 84.36.383(6) as now or hereafter amended.

14 C. "Physical disability" shall mean the same as the term is  
15 defined by RCW 46.16.381(1) as now or hereafter amended.

16 SECTION 2. A new section is hereby added to K.C.C. 4.26 to read as  
17 follows: The registered owners of vehicles residing within the boundaries  
18 of the county who, at the time payment of the fee established by this  
19 chapter is due, are sixty-one (61) years old or older and whose combined  
20 disposable household income is seventy (70) percent or less of the state  
21 median as determined by the Washington State Office of Financial Management  
22 or have a permanent physical disability and have been issued a permanent  
23 disabled persons placard or disabled person's license plates by the  
24 Washington State Department of Licensing shall, upon application, be  
25 exempted from this fee. Proof of disability must be provided. The

effective date of the exemption shall be the first day of the sixth full month after the effective date of this ordinance.

INTRODUCED AND READ for the first time this 11<sup>th</sup> day of October, 1993.

PASSED this 22<sup>nd</sup> day of November 1993

KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON

Audrey Guger  
Chair

ATTEST:

Janet Mason  
Deputy Clerk of the Council

APPROVED this 2<sup>nd</sup> day of December, 1993.

Pat Steed per  
King County Executive

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**11123**

**FEASIBILITY REPORT ON THE VEHICLE LICENSE FEE EXEMPTION  
(SB 5693)**

King County  
Roads and Engineering Division  
Administration Section  
August 1993

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August 1993  
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Hill wrote Governor Gardner urging that the VLF exemption section be vetoed because of the property ownership issue. The Governor did veto the section. In that letter, the Executive also committed to a joint effort with the Washington State Department of Licensing, the Legislative Transportation Committee, and Pierce and Snohomish Counties, to develop workable exemption legislation for the 1993 Legislative Session.

In the Summer 1992, representatives from Pierce, King, and Snohomish Counties, the City of Seattle, the Washington Department of Licensing, and the Legislative Transportation Committee met to discuss the feasibility of the VLF exemption. Out of that discussion emerged SB 5693 which was passed by the 1993 Legislature.

#### WHAT DOES THE STATUTE SAY?

RCW 82.80.020(4) (5) as amended by the 1993 Legislature provides for a VLF exemption as follows:

(4) A county imposing this fee or initiating an exemption process shall delay the effective date at least six months from the date the ordinance is enacted to allow the department of licensing to implement administration and collection of or exemption from the fee.

(5) The legislative authority of a county may develop and initiate an exemption process of the fifteen dollar fee for the registered owners of vehicles residing within the boundaries of the county (a) who are sixty-one years old or older at the time payment of the fee is due and whose household income for the previous calendar year is less than an amount prescribed by the county legislative authority or (b) who has a physical disability.

#### WHO IS ELIGIBLE?

The exemption language generally creates two groups of people who are eligible to apply for an exemption at the time their vehicle licenses are renewed:

- (1) Persons who are at least 61 years old and low-income; and
- (2) Persons with a physical disability.

Both categories of persons must be the registered owner of the vehicle to apply for the exemption. The statute provides local governments with some latitude to define income and physical disability. The King County Prosecuting Attorney's Office advises that the term "physical disability" can

be defined to describe the nature of the disability, but eligibility qualifiers not related to disability, such as age or income, may not be added to the eligibility definition.

#### Low-Income Threshold

There are three basic approaches to establishing the income eligibility threshold: (1) Leave the definition of income to be decided administratively instead of doing so in the ordinance; (2) state a fixed amount in the ordinance; or (3) refer to another authority to fix the amount. The first approach provides the greatest degree of latitude in administering the program, but this also opens the possibility of on-going debate over definitions. Defining eligibility in the ordinance more-or-less avoids this debate. The second approach offers the greatest degree of latitude to decision-makers, but requires that the ordinance be revisited every year or so to adjust the fixed amount to reflect changed economic conditions. The third approach is more limiting because the criteria has already been established by another authority, but that authority will make the adjustments to the threshold, thus avoiding revisits to the exemption ordinance. The VLF exemption ordinance takes the third approach for both defining "income" and for establishing the income threshold.

**Defining "Income":** Rather than develop a new definition of "income," the exemption ordinance relies, in part, on State statute. The term "disposable income" is the same as used in the senior citizen property tax exemption program (RCW 84.36.383). The definition of "combined disposable income" as used in RCW 84.36.383 includes the income of the applicant, spouse and cotenant which is further defined as co-owner. Since this would require property ownership, this definition was not used in the exemption ordinance. The definition of "combined disposable income" as used in the exemption ordinance is consistent with the approach in the senior citizen property tax program in that the income of the person (the registered owner of the vehicle) applying for the exemption plus the incomes of those persons living in the applicant's household be of a specified maximum amount.

The rationale for using the combined income of the household rather than the individual's income is based on the fact that the eligible population is likely to own only one vehicle per household which is shared among all the household members. Further the estimated household size for the eligible population is about 1.5 persons.

**Establishing the Income Threshold:** Two external sources for establishing a threshold for "low income" were considered for the VLF exemption. The Legislature, by statute, establishes the income threshold for the *senior citizen property tax exemption program*. The rate is approximately the 70 percent of the state median income for the combined disposable income of the household. Currently, the threshold is \$26,000 annual income per household. This number is adjusted every few years by the Legislature.

- o The criteria focus on mobility and the ability to use a vehicle.
- o This is generally consistent with state and local program requirements related to special transportation programs.

#### Who Might Be Excluded From the Exemption?

The problem with establishing any criteria is that there will also be some persons who are worthy of eligibility, but do not meet the criteria. The VLF exemption is not likely to be an exception to this problem. Some examples of problems are:

- o As has occurred with the Disabled Parking Program, there may be some people who seek the exemption, but whose physicians will not certify that they meet the criteria for disabled as described in statute.
- o There will be persons who are the registered owner of a vehicle and who are not disabled themselves, but who transport someone who is disabled such as a spouse. Unless the registered owner meets the age/income criteria, she or he will not be eligible for the exemption because the statute clearly states that the exemption goes to the registered owner.
- o A person, as an individual, may meet the low-income criteria, but may live in a household (such as with an extended family or in a shared living situation) where the combined income is over the threshold and therefore will not be eligible for the exemption.

Since the intent the exemption is to provide relief to elderly and disabled persons for whom the \$15 VLF is a financial hardship, the anticipated problems with the exemption criteria do not appear to warrant creating special categories of eligibility.

#### **HOW MANY PEOPLE WILL PARTICIPATE IN THE PROGRAM?**

It is estimated that as many as 35,700 persons meeting the age and income threshold and as many as 15,300 persons meeting the physically disabled criteria (who are not otherwise eligible under the age and income criteria) for a total of about 51,000 persons could be expected to participate in the VLF exemption program.

The VLF exemption statute creates eligible population groups for which no data is specifically collected. Further, this is a new program and there is no comparable experience on which to base estimates. Therefore, estimates for the eligible groups must be based on interpolation of existing data, knowledge of programs and the population groups, and even anecdotal experience. Staff from the Washington State Department of Licensing disabled parking program and Metro's accessible services program were very helpful in developing the

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estimates. Considerable work was done for the 1992 report to the County Council on the local option VLF refund and exemption programs. The details of that work will not be repeated here. The assumptions presented in this report are in anticipation of questions that may arise about the estimated participation in the exemption program. The assumptions used in developing the participation rate estimates are given in a table in the appendix to this report.

#### Participation Rate

Based on work for the 1992 feasibility report, it is estimated that there will be an 80 percent participation rate in this program. Low-income elderly persons generally have a much higher participation rate than the general population in cost reduction/subsidy/exemption programs. Additionally, an exemption program which avoids an expenditure in the first place has a much higher participation rate than a refund program which requires an expenditure in order to get refunded.

#### Sources of Data

**Census Data:** The population by age and income estimates were provided by Chandler Felt, King County Division of Planning and Community Development. Since the Census data does not parallel the age or income criteria for the VLF exemption, some interpolation of the data was required. He did not feel that it was possible to develop a reliable estimate for the physically disabled population for the purposes of the VLF exemption program. The 1990 Census included one question related to mobility limitation status. Persons had limited mobility if they had health condition of more than six months duration that made it difficult for them to go outside their home by themselves. 1990 was the first time this question was asked. Census information on disability has not been very good. There is no assessment on the quality of the information generated by this new question.

**Washington Department of Licensing--Disabled Parking:** Assuming that any definition of physically disabled for VLF exemption purposes is related to vehicle use, the Washington Department of Licensing's disabled parking program appears to offer the most reliable source of information on the number of disabled who might participate in the VLF exemption program. The disabled parking program issues disabled parking placards or license plates to persons who meet the qualifications as specified in RCW 46.16.381 (copy in the appendix to this report). The disabled parking decals have been discontinued. The eligibility criteria for this program focus on mobility. Beginning in 1992, all persons with disabled parking placards were required to reapply. This requires completing a form and obtaining doctor's signature certifying that the applicant does meet the statutory criteria. The form does not ask for age or income information. A copy of the form is included in the appendix to this report. The new placard or decals will be issued for a five-year

period. The program does provide for placards to be issued for a period of up to six months in the event of a temporary disability.

The disabled parking program is moving from a manual, hard copy filing system to a computerized data base. However, the data base will not be able to generate information by age or income (since that information will not be collected) or by geographic area (because it is not programmed to do so).

There were about 130,000 placards issued under the old system. About 100,000 new placards have been issued under the new system beginning in 1992. About 22,000 disabled license plates have been issued. As vehicle titles change hands or there is other change of status which brings the vehicle to the licensing agent's attention, the continuing need for the disabled license plate is checked.

Disabled Parking Program staff cautioned that there are persons who would meet the program's definition of disabled but who, usually for personal reasons, do not seek either a placard or disabled parking license plate. Unless the eligibility for King County's VLF exemption program is predicated on participation in the State's Disabled Parking Program, there may be some persons who will meet the requirements in RCW 46.16.381 and will therefore be eligible for the VLF exemption, but who will not be enrolled in the Disabled Parking Program. No estimate can be made on how such persons there might be. The VLF exemption application process will need to take these persons into account when designing the application form.

## WHAT WILL THE APPLICATION PROCESS BE?

The implementation of the VLF exemption program is intended to be as simple as possible. It will use the "honor system" with regard to applications. At the time that the vehicle license renewal is due, persons would be asked to complete a brief form stating that they were the registered owner of the vehicle, they met the age and income criteria, or they met the disabled criteria. Persons deliberately supplying false information in order to obtain the exemption would be subject to charges of fraud. This approach is consistent with the senior citizen property tax exemption program which involves much larger sums of money than the \$15 VLF. Metro's bus pass application also uses the "honor system" approach.

Age, if it is an issue, usually can be easily verified through some form of identification the individual carries with them.

Applicants will only be asked if their income is at or below the eligibility threshold. They will not be asked for income source details. The senior citizen property tax exemption application form does ask for income details, but does not require proof. Given the amount of money involved in the property tax exemption it is reasonable to require income details, but it is not reasonable for the \$15 VLF.



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Most programs require proof of disability, usually in the form of a physician's statement certifying that the disability meets certain criteria. The use of physical disability as a criteria opens up a gray area in terms of qualifications. Age and income are quantifiable numbers that can be verified by objective sources of information such as birth certificates or driver's license or income tax statements. Disabling conditions cannot be quantified in this manner. Therefore, a statement from a physician is the accepted form of documentation of a disabling condition.

One issue that has been raised is the nature of the proof to be required. Metro, because of the Americans with Disabilities Act (ADA), is screening applicants for special transportation services. Because the ADA gives a very broad meaning to the term disabilities, Metro is screening applicants to ensure that they cannot use mainstream bus service due to their disability. The form is eight pages long and goes into considerable detail in addition to requiring medical certification. In Metro's view, the cost impacts on the special transit service program and federal program requirements justify both the lengthy application and the rigorous screening process. This would not be justified for the \$15 VLF exemption.

The VLF exemption program is likely to require an applicant provide proof of disability in the form of (1) a currently valid disabled parking placard or license plate, (2) a certified statement from a physician using a similar form to that used by the Disabled Parking Program, or (3) proof of participation in a program which uses the same criteria as used in the State's disabled parking program.

A key aspect of the exemption is that, by State law, it must be granted at the time the license is renewed. The exemption cannot be given retroactively and fees cannot be refunded. An effort to inform the potentially eligible population will be needed to avoid confusion and complaints during the first year of implementation. The Automobile Association of America, the Seattle-King County Division on Aging, the Seattle Department of Human Services, the King County Department of Human Services, and other agencies serving the elderly and physically disabled populations will be advised when the exemption is adopted by King County and asked to assist in disseminating information about its availability. Licensing agents will need to be trained to provide appropriate information on site. They will have an important role in the exemption process since about 80 percent of the license renewals are made in-person.

#### WHAT WILL THE ADMINISTRATIVE COSTS BE?

With the previous refund and exemption proposals, the application process was considered by the Washington Department of Licensing to be a separate transaction and subject to a \$2.25 subagent transaction charge. The Department of Licensing has agreed that the exemption application process will be part of the license renewal process and therefore not subject to a transaction charge. The licensing agent will review a simple form and enter the exemption code into the computerized license renewal program and recalculate the amount owed. The following year, no additional action is

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required because the program automatically computes the renewal fees less the VLF. At the time that vehicle ownership changes status, the licensing agent would inquire about the status of the VLF exemption as well as any other special status matters. The Washington State Department of Licensing will need to establish an exemption code within the licensing renewal program. For this reason, SB 5693, requires a six-month lag between the time the VLF exemption ordinance is passed and the time the exemption program begins. The license renewal notices are sent out about two months prior to the expiration date of the current license tabs. The Washington Department of Licensing requires about three months to make the computer program modifications.

There will be modest start-up costs for printing forms and informing licensing agents. The King County Division of Community Services would be asked to coordinate the dissemination of information on the exemption to appropriate groups for public information through newsletters and bulletin boards.

The Washington Department of Licensing will include reference to the exemption in the license renewal notification card sent to each registered vehicle owner.

shall upon receipt thereof provide such plates as are otherwise provided by law. [1987 c 237 § 1.]

**46.16.381 Special parking privileges for disabled persons—Penalties for unauthorized use or parking.** (1) The director shall grant special parking privileges to any person who has a disability that limits or impairs the ability to walk and meets one of the following criteria, as determined by a licensed physician:

- (a) Cannot walk two hundred feet without stopping to rest;
- (b) Is severely limited in ability to walk due to arthritic, neurological, or orthopedic condition;
- (c) Is so severely disabled, that the person cannot walk without the use of or assistance from a brace, cane, another person, prosthetic device, wheelchair, or other assistive device;
- (d) Uses portable oxygen;
- (e) Is restricted by lung disease to such an extent that forced expiratory respiratory volume, when measured by spirometry is less than one liter per second or the arterial oxygen tension is less than sixty mm/hg on room air at rest;
- (f) Impairment by cardiovascular disease or cardiac condition to the extent that the person's functional limitations are classified as class III or IV under standards accepted by the American Heart Association; or
- (g) Has a disability resulting from an acute sensitivity to automobile emissions which limits or impairs the ability to walk. The personal physician of the applicant shall document that the disability is comparable in severity to the others listed in this subsection.

(2) Persons who qualify for special parking privileges are entitled to receive from the department of licensing a removable windshield placard bearing the international symbol of access. The department shall design the placard to be displayed when the vehicle is parked by suspending it from the rearview mirror, or in the absence of a rearview mirror the card may be displayed on the dashboard of any vehicle used to transport the disabled person. Instead of regular motor vehicle license plates, disabled persons are entitled to receive special license plates bearing the international symbol of access for one vehicle registered in the disabled person's name. Disabled persons who are not issued the special license plates are entitled to receive a second special placard. Persons who have been issued the parking privileges and who are using a vehicle or are riding in a vehicle displaying the special license plates or placard may park in places reserved for mobility disabled persons. The director shall adopt rules providing for the issuance of special placards and license plates to public transportation authorities, nursing homes licensed under chapter 18.51 RCW, boarding homes licensed under chapter 18.20 RCW, senior citizen centers, and private nonprofit agencies as defined in chapter 24.03 RCW that regularly transport disabled persons who have been determined eligible for special parking privileges provided under this section. The director may issue special license plates for a vehicle registered in the name of the public transportation authority, nursing home, boarding homes, senior citizen center, or private nonprofit agency if the vehicle is primarily used to transport persons with disabilities described in this section.

Public transportation authorities, nursing homes, boarding homes, senior citizen centers, and private nonprofit agencies are responsible for insuring that the special placards and license plates are not used improperly and are responsible for all fines and penalties for improper use.

(3) Whenever the disabled person transfers or assigns his or her interest in the vehicle, the special license plates shall be removed from the motor vehicle. If another vehicle is acquired by the disabled person and the vehicle owner qualifies for a special plate, the plate shall be attached to the vehicle, and the director shall be immediately notified of the transfer of the plate. If another vehicle is not acquired by the disabled person, the removed plate shall be immediately surrendered to the director.

(4) The special license plate shall be renewed in the same manner and at the time required for the renewal of regular motor vehicle license plates under this chapter. No special license plate may be issued to a person who is temporarily disabled. A person who has a condition expected to improve within six months may be issued a temporary placard for a period not to exceed six months. The director may issue a second temporary placard during that period if requested by the person who is temporarily disabled. If the condition exists after six months a new temporary placard shall be issued upon receipt of a new certification from the disabled person's physician. The parking placard of a disabled person shall be renewed, when required by the director, by satisfactory proof of the right to continued use of the privileges.

(5) Additional fees shall not be charged for the issuance of the special placards. No additional fee may be charged for the issuance of the special license plates except the regular motor vehicle registration fee and any other fees and taxes required to be paid upon registration of a motor vehicle.

(6) Any unauthorized use of the special placard or the special license plate is a misdemeanor.

(7) It is a traffic infraction, with a monetary penalty of not less than fifteen and not more than fifty dollars for any person to park a vehicle in a parking place provided on private property without charge or on public property reserved for physically disabled persons without a special license plate or placard. If a person is charged with a violation, the person shall not be determined to have committed an infraction if the person produces in court or before the court appearance the special license plate or placard required under this section.

(8) It is a misdemeanor for any person to willfully obtain a special license plate or placard in a manner other than that established under this section. [1992 c 148 § 1; 1991 c 339 § 21; 1990 c 24 § 1; 1986 c 96 § 1; 1984 c 154 § 2.]

**Intent—1984 c 154:** "The legislature intends to extend special parking privileges to persons with disabilities that substantially impair mobility." [1984 c 154 § 1.]

**Application—1984 c 154:** "This act applies to special license plates, cards, or decals issued after June 7, 1984. Nothing in this act invalidates special license plates, cards, or decals issued before June 7, 1984." [1984 c 154 § 9.]

**Severability—1984 c 154:** "If any provision of this act or its application to any person or circumstance is held invalid, the remainder of the act or the application of the provision to other persons or circumstances is not affected." [1984 c 154 § 10.]

DISABLED PERSON PARKING PRIVILEGES  
INDIVIDUAL APPLICATION

11123

NAME OF DISABLED PERSON Last	First	MI
MAILING ADDRESS		
CITY	STATE	ZIP CODE

PLEASE MAIL COMPLETED APPLICATION TO:  
Department of Licensing  
Disabled Persons Section  
PO BOX 9043  
OLYMPIA WA 98507-9043

**DISABLED PERSON - The following is to be completed by the applicant**

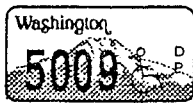
I. Please check your choice below. Parking placards may be used in any vehicle that is transporting you.

A. If you have a temporary disability as determined by a licensed physician (see below), you may request:

One parking placard

B. If you have a permanent disability, as determined by a licensed physician (see below), you may request:

Check ONE choice:



One parking placard, or

Two parking placards, or

One set of license plates (\$9.00 plate fee), or

One parking placard and one set of license plates (\$9.00 plate fee)

If requesting license plates, please attach a copy of your current registration and \$9.00 plate fee.

C. Replacement of previously issued permanent placard, permit decal -  #: \_\_\_\_\_ (Physicians Certificate not required for replacements.)

II. I understand that any unauthorized use of the parking placard or special license plate is a misdemeanor (RCW 46.16.381). I am certifying, under penalty of law, that this information is true and correct: (If you are signing for the applicant as a family member, please state your relationship: \_\_\_\_\_. If you have a Power of Attorney for the applicant, please attach a copy of the Power of Attorney or guardianship papers.)

SIGNATURE OF APPLICANT X	Daytime Phone # ( )	Date	WA Driver's License/WA ID #
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**PHYSICIAN'S CERTIFICATE**

*This Physician's Certificate must be completed by a licensed physician before we can process your application.*

DURATION OF DISABILITY:  Permanent  Temporary; length of temporary disability: \_\_\_\_\_ (Six months maximum)

TYPE OF DISABILITY:

Please check the appropriate condition(s) that applies to your patient:

- Cannot walk two hundred feet without stopping to rest.
- Is severely limited in ability to walk due to arthritic, neurological, or orthopedic conditions.
- Is so severely disabled, that the person cannot walk without the use of or assistance from a brace, cane, another person, prosthetic device, wheelchair, or other assistive device.
- Uses portable oxygen.
- Is restricted by lung disease to such an extent that forced expiratory respiratory volume, when measured by spirometry is less than one liter per second or the arterial oxygen tension is less than sixty mm/hg on room air at rest.

Impairment by cardiovascular disease or cardiac condition to the extent that the person's functional limitations are classified as Class III or Class IV under standards accepted by the American Heart Association. (Check one, please):

- Class III. Patients with cardiac disease resulting in marked limitation of physical activity. They are comfortable at rest. Less than ordinary physical activity causes fatigue, palpitation, dyspnea, or anginal pain.
- Class IV. Patients with cardiac disease resulting in an inability to carry on any physical activity without discomfort. Symptoms of cardiac insufficiency or of the anginal syndrome may be present even at rest. If any physical activity is undertaken, discomfort is increased.

Has a disability resulting from an acute sensitivity to automobile emissions which limits or impairs the ability to walk. The physician of the applicant shall document that the disability is comparable in severity to the conditions listed above.

I hereby certify that I am a licensed physician and that the applicant has the disability indicated above. I understand that Washington law allows issuance of special parking privileges only to persons with severe mobility disabilities which limits the ability to walk.

PHYSICIAN'S INFORMATION: (Please type, or print clearly)

PHYSICIAN'S FULL NAME	TYPE OF PHYSICIAN	PROFESSIONAL LICENSE NUMBER
PHYSICIAN'S ADDRESS	CITY	STATE ZIP CODE
PHYSICIAN'S SIGNATURE X	DATE	TELEPHONE NUMBER ( )

APPLICANT/PHYSICIAN: Did you remember to sign the application?

## INSTRUCTIONS FOR COMPLETING THE DISABLED PERSON PARKING PRIVILEGE APPLICATION

### INDIVIDUAL APPLICATION

- Please complete the Individual Application on the other side of this form.
  - I. Choose either A, B or C:
    - disabled person parking placard(s) (no fee), and/or
    - disabled person license plates (FEES: Passenger vehicle \$ 9.00; Motorcycle \$ 4.50)
  - II. Sign application. If you are unable to sign, it may be signed by:
    - a family member (please state relationship to the applicant; example: Jane Doe, Daughter),
    - someone with a *Power of Attorney* (attach copy of the notarized Power of Attorney document),
    - or an "X"; the signature of two witnesses is required.
- Disabled person must be on our records as one of the registered owners of the vehicle in order to receive the plates. (Attach copy of current registration to this application. Expiration on new license plate remains same as that on old plate; regular renewal fees are due annually on the license plates. Plates are issued for one vehicle only.)
- If sending fees please make check/money order payable to the Department of Licensing.

### PHYSICIAN'S CERTIFICATE

(completed for first-time applicants only)

- Only those disabilities allowable under law are listed on the application. Please confirm and check the appropriate box.
- If a temporary disability exceeds six months, the patient will need to have a physician recertify their disability.
- Complete and sign the Physician's Certificate and return to applicant.

### ADDITIONAL INFORMATION

Once your application is approved, your disabled person parking placard and/or license plates will be mailed to you. You may apply in person at the Department of Licensing in Olympia (a temporary can be issued at County Auditor's Auto License Offices). Please call 1-800-642-5174 for more information.

**PLACARDS** - Blue permanent and red temporary placards are to be displayed by hanging on the rear view mirror (or place on the dashboard in absence of mirror) when parked in a disabled persons parking location. REMOVE PLACARD FROM MIRROR while the vehicle is in motion.

**LICENSE PLATES** - License plates may be transferred to another vehicle owned by you. If you sell the vehicle, the license plates must be transferred to a replacement vehicle or surrendered to your local county auditor, vehicle licensing subagent or the Department of Licensing in Olympia. Please call 1-800-642-5174 if you have questions.

**SERVICES** - You may request refueling service at gasoline stations for the self-service price if no accompanying passenger is capable of fueling the vehicle for you. Exempt from this are stations exclusively self-service and convenience stores with remotely controlled gas pumps.

You may park, free of charge for unlimited periods of time, in parking zones or areas with parking meters which are otherwise restricted as to the length of parking time. Exempt from this are zones or areas where stopping, parking, or standing of all vehicles is prohibited or reserved for special types of vehicles (fire lanes, loading zones, etc.).

**REPLACEMENT** - If parking placard or special license plate is lost, stolen, mutilated or destroyed, a replacement must be requested in writing from the address on the reverse side of this page. Submit a replacement plate fee of: \$9.00 for passenger vehicle or truck plates; \$4.50 for motorcycles; there is no charge for replacement placard(s).

**RENEWAL** - Permanent disabled person parking privileges are to be renewed every five (5) years. Renewal reminders will be mailed prior to expiration. A physician's re-certification is not required to renew. Temporary privileges are renewed every six (6) months and require a new application, including a Physician's Certificate.

ASSUMPTIONS FOR VEHICLE LICENSE FEE EXEMPTION PROGRAM PARTICIPATION CALCULATIONS

The vehicle license fee exemption creates categories of population for which there is no data collected that can be directly applied to calculations of program participation. The purpose of this table is to provide the assumptions used for this report.

LOCAL OPTION VEHICLE LICENSE FEE EXEMPTION PROGRAM PARTICIPATION			Page 1
No.	Number		Assumption
A.	1,507,319	Total 1990 King County population	Source is 1990 US Census
B.	31%	Percent of King County population of statewide total	Based on 1990 US Census data
C.	1,414,519	Total 1990 King County population aged 15 years or older	Based on 1990 US Census data. Closest breakout to correspond with population that is eligible to obtain a driver's license.
D.	210,300	Total estimated population aged 61 years or older	Estimate developed by Chandler Felt, King County Planning and Community Development Division based on 1990 US Census data.
E.	15%	Percent of 1990 estimated population aged 61 years or older of total population aged 15 years or older	Calculation: $210,300/1,414,519$
F.	136,700	Total estimated households w/ head of household aged 61 years or older	Estimate developed by Chandler Felt, King County Planning and Community Development Division based on 1990 US Census data.
G.	1.5	Average household size for population aged 61 years or older	Estimate developed by Chandler Felt, King County Planning and Community Development Division based on 1990 US Census data. Average household size for King County (1990) is 2.6.
H.	207,900	Estimated households in King County w/ income $\leq$ \$21,500.	Estimate developed by Chandler Felt, King County Planning and Community Development Division based on 1990 US Census data.
I.	58,000	Estimated households w/ head aged 61 years or older with income $\leq$ \$21,500.	Estimate developed by Chandler Felt, King County Planning and Community Development Division based on 1990 US Census data.
J.	42%	Percent of total households w/ head aged 61 years or older	Calculation: $58,000/136,700$
K.	88,326	Estimated number of persons aged 61 years or older with incomes $\leq$ \$21,500	Calculation: $.42 \times 210,300$
L.	80%	Estimated rate of participation in VLF exemption program	Based on discussions with Seattle City Light and other programs that have rate reduction programs for low-income and low-income elderly. The low-income elderly generally have high rates of program participation, especially where participation reduces costs up-front as opposed to a refund system.

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LOCAL OPTION VEHICLE LICENSE FEE EXEMPTION PROGRAM PARTICIPATION

No.	Number		Assumption
<b>ESTIMATES FOR PARTICIPANTS WHO ARE AGED 61 YEARS OR OLDER WITH INCOMES OF \$26,000 OR LESS</b>			
M.	159,322	Total number of persons in King County in 1992 who were 61 years of age or older who had a driver's license.	Source: Washington Department of Licensing, Information Systems, Research & Statistics Section, <u>Distribution of Washington State Drivers (1992)</u> . This data breaks out distribution of drivers licenses by county, age and sex.
N.	23,110	Number of persons aged 81 years or older with driver's license	Source: Washington Department of Licensing, Information Systems, Research & Statistics Section, <u>Distribution of Washington State Drivers (1992)</u> . This data breaks out distribution of drivers licenses by county, age and sex.
O.	53,532	Estimated number of program participation aged 61 years or older with a driver's license and an income of $\leq$ \$21,500 based on an 80% participation rate	Calculation: $159,322 \times .42 \times .80$ It is assumed that the distribution of persons by age and income are the same for the general population as for the population holding a driver's license. The rate of participation is assumed to be 80%.
P.	35,688	Estimated number of program participants aged 61 years or older with a driver's license and an income of $\leq$ \$21,500 based on an 80% participation rate and assuming 1.5 persons per registered vehicle.	Calculation: $(159,322 \times .42 \times .80)/1.5$ It is assumed that because the target population is low income, there will be only one registered vehicle per household. The average household size for the target population is 1.5 persons.
Q.	30,511	Estimated number of program participants between the ages of 61 years to 80 years with a driver's license and an income of $\leq$ \$21,500 based on an 80% participation rate and assuming 1.5 persons per registered vehicle.	Calculation: $((159,322 - 23,110) \times .51 \times .80)/1.5$ In this calculation, it is assumed that persons aged 81 and older are likely to retain driver's license for identification or other personal reasons but are not likely to own a registered vehicle or at least not in significant numbers.
<b>ESTIMATES FOR PARTICIPANTS WHO ARE PHYSICALLY DISABLED (per RCW 46.16.381) AND HAVE DISABLED PARKING LICENSE PLATES</b>			
R.	22,000	Estimated number of disabled parking license plates issued statewide	Source is Washington Department of Licensing, Special Parking Services Section (telephone conversation). It is assumed that all persons with disabled license plates have a registered vehicle and would be eligible to participate in the VLF exemption.
S.	6,820	Estimated number of disabled license plates issued to King County residents.	Calculation: $22,000 \times .31$ It is assumed that the distribution of persons with disabled parking license plates is the same as the general population.
T.	522	Estimated number of disabled parking license plate holders aged 61 years or older with incomes $\leq$ \$21,500	Calculation: $6,820 \times .15 \times .51$ It is assumed that the distribution of the age and income of persons with disabled parking license plates is the same as the general population.
U.	6,298	Number of disabled parking license plate holders who are not 61 years of age or older and with incomes $\leq$ \$21,500	Calculation: $6,820 - 522$ The 522 number is deleted from further calculations because these persons would have otherwise been eligible under the age and income criteria and be double counted.

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## LOCAL OPTION VEHICLE LICENSE FEE EXEMPTION PROGRAM PARTICIPATION

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No.	Number		Assumption
V.	5,038	Estimated number of disabled parking license plate holders who are not 61 years of age or older and with incomes $\leq$ 21,500 expected to participate in the exemption program at a rate of 80%	Calculation: $6298 \times .80$
<b>ESTIMATES FOR PARTICIPANTS WHO ARE PHYSICALLY DISABLED (per RCW 46.16.381) AND HAVE DISABLED PARKING PLACARDS</b>			
W.	100,000	Estimated number of disabled parking placards issued statewide	Source is Washington Department of Licensing, Special Parking Services Section (telephone conversation)
X.	78,000	Estimated number of disabled parking placards issued without disabled parking license plate	Calculation: $100,000 - 22,000$ Source is Washington Department of Licensing, Special Parking Services Section (telephone conversation). It is assumed that everyone who receives a disabled parking license plates also requests a placard.
Y.	24,180	Estimated number of disabled parking placards issued to King County residents who do not have disabled parking license plate	Calculation: $78,000 \times .31$ It is assumed that the percentage of disabled with placards are distributed statewide as is the general population.
Z.	1,523	Estimated number of disabled parking placards issued to King County residents who do not have disabled parking license plates and who are 61 years or older with income $\leq$ \$21,500	Calculation: $24,180 \times .15 \times .42$ . These people would be eligible under the age and income criteria and would be doubled counted.
AA.	22,657	Estimated number of persons in King County to whom disabled parking placards have been issued who do not have disabled parking license plates and who would not be eligible under the age and income criteria.	Calculation: $24,180 - 1,523$ Eliminates double counting.
BB.	15,045	Estimated number of individuals in King County to whom disabled parking placards have been issued, who do not have disabled parking license plate, and who are not otherwise eligible under the age/income criteria and assuming 1.5 placards per person	Calculation: $22,657/1.5$
CC.	12,788	Estimated number of individuals in King County to whom disabled parking placards have been issued, who do not have disabled parking license plate, who are not otherwise eligible under the age/income criteria, who do not have disabled parking license plate, assuming 1.5 placards per person, and who hold a drivers license.	Calculation: $15,045 \times .85$ It is assumed that only those with a driver's license would be likely to own a registered vehicle subject to the VLF.

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No.	Number		Assumption
DD.	10,230	Estimated number of individuals in King County to whom disabled parking placards have been issued, who do not have disabled parking license plate, who are not otherwise eligible under the age/income criteria, who do not have disabled parking license plate, assuming 1.5 placards per person, and who hold a drivers license and assuming an 80 percent program participation rate.	Calculation: 12,788 x .80
EE.	43.64%	King County's share of the VLF revenue distribution	King County's share is the percentage of the unincorporated area population weighted by a factor of 1.5. Calculation: Step 1. 994,021 [inc. pop.] + (513,298 [uninc. pop.] x 1.5) = 1,763,968 Step 2. 769,947/1,763,968
FF.	50,849	Total estimated number of participants in the VLF exemption program	
GG.	\$764,340	Total estimated annual revenue impact countywide	50,849 x \$15 = \$764,340
HH.	\$336,309	Estimated annual revenue loss to King County	\$764,340 x .44

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