

# Multiple Agency Fiscal Note Summary

<b>Bill Number:</b> 5594 SB	<b>Title:</b> Fully autonomous vehicles
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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.								
<b>Total \$</b>	0	0	0	0	0	0	0	0	0

## 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
Office of Insurance Commissioner	.0	0	0	0	.0	0	0	0	.0	0	0	0
Washington State Patrol	.0	0	0	195,121	.0	0	0	0	.0	0	0	0
Washington State Patrol	In addition to the estimate above, there are additional indeterminate costs and/or savings. Please see individual fiscal note.											
Department of Licensing	Non-zero but indeterminate cost and/or savings. Please see discussion.											
Department of Transportation	.0	0	0	0	.0	0	0	0	.0	0	0	0
<b>Total \$</b>	0.0	0	0	195,121	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									
Loc School dist-SPI									
Local Gov. Other			577,260						
Local Gov. Other	In addition to the estimate above, there are additional indeterminate costs and/or savings. Please see individual fiscal note.								
Local Gov. Total			577,260						

## Estimated Capital Budget Expenditures

Agency Name	2023-25			2025-27			2027-29		
	FTEs	Bonds	Total	FTEs	Bonds	Total	FTEs	Bonds	Total
Office of Insurance Commissioner	.0	0	0	.0	0	0	.0	0	0
Washington State Patrol	.0	0	0	.0	0	0	.0	0	0
Department of Licensing	.0	0	0	.0	0	0	.0	0	0
Department of Transportation	.0	0	0	.0	0	0	.0	0	0
<b>Total \$</b>	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									
Loc School dist-SPI									
Local Gov. Other	Non-zero but indeterminate cost and/or savings. Please see discussion.								
Local Gov. Total									

## Estimated Capital Budget Breakout

NONE

<b>Prepared by:</b> Kyle Sieferring, OFM	<b>Phone:</b> (360) 995-3825	<b>Date Published:</b> Final 2/10/2023
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# Individual State Agency Fiscal Note

<b>Bill Number:</b> 5594 SB	<b>Title:</b> Fully autonomous vehicles	<b>Agency:</b> 160-Office of Insurance Commissioner
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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: Brandon Popovac	Phone: 360-786-7465	Date: 02/02/2023
Agency Preparation: David Forte	Phone: 360-725-7042	Date: 02/06/2023
Agency Approval: Michael Wood	Phone: 360-725-7007	Date: 02/06/2023
OFM Review: Jason Brown	Phone: (360) 742-7277	Date: 02/06/2023

*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.*

*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.*

*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

<b>Bill Number:</b> 5594 SB	<b>Title:</b> Fully autonomous vehicles	<b>Agency:</b> 225-Washington State Patrol
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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
<b>Account</b>					
State Patrol Highway Account-State 081-1	195,121	0	195,121	0	0
<b>Total \$</b>	195,121	0	195,121	0	0

In addition to the estimates above, there are additional indeterminate costs and/or savings. Please see discussion.

### 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.*

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- Capital budget impact, complete Part IV.
- Requires new rule making, complete Part V.

Legislative Contact: Brandon Popovac	Phone: 360-786-7465	Date: 02/02/2023
Agency Preparation: Thomas Bohon	Phone: (360) 596-4044	Date: 02/06/2023
Agency Approval: Mario Buono	Phone: (360) 596-4046	Date: 02/06/2023
OFM Review: Tiffany West	Phone: (360) 890-2653	Date: 02/06/2023

## 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.*

There is an indeterminate fiscal impact to the Washington State Patrol (WSP).

Subsection 2(2) requires fully autonomous vehicles to have a law enforcement interaction plan submitted to the WSP before it can operate on public roadways.

Section 3 states the automated driving system is considered the driver for assessing compliance with applicable traffic laws.

Section 7 states a fully autonomous vehicle must be registered properly and identified as fully autonomous on the title and registration.

Section 10 exempts fully autonomous vehicles from certain equipment laws.

### 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.*

NONE

### 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 proposed legislation would require training to be developed and given to our communication officers, commissioned officers, Commercial Vehicle Enforcement Officers (CVEOs), and cadets, as well as policy updates regarding fully autonomous vehicles and how to interact with them. We estimate that it would take 210 hours to research, develop, and review new training and policies. We also estimate that it would take academy staff about 133 total hours to deliver the training to all communication officers, commissioned officers, CVEOs, and cadets. Each person receiving the training would need an estimated 1.25 hours to complete it. We are authorized 1,428 employees who would need the training, bringing the total amount of hours needed to receive the training to 2,128 hours. The total estimated cost to research, develop, review, give, and receive the training required from this proposed legislation is \$195,121.

Subsection 2(2) states fully autonomous vehicles must have law enforcement interaction plans submitted to the WSP before they are to operate on public roads. It is unclear what our scope of responsibility regarding these plans are. Regardless, we do not have a method for receiving, storing, or disseminating these interaction plans. Once the scope is made clear, the resulting workload for our Information Technology Division to create a submission and distribution program is indeterminate.

We base our estimate for agency indirect costs on the approved federal indirect cost rate of 31.88 percent. We apply this indirect cost rate percentage to all categories of expenditure with only two exceptions: capital equipment and expenditures after \$25,000 of each projected contract. Indirect costs include, but are not limited to, computer and telecommunications support, payroll processing, vendor payments, general accounting, procurement administration, inventory control, and human resource management.

### Part III: Expenditure Detail

#### III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2024	FY 2025	2023-25	2025-27	2027-29
081-1	State Patrol Highway Account	State	195,121	0	195,121	0	0
<b>Total \$</b>			195,121	0	195,121	0	0

In addition to the estimates above, there are additional indeterminate costs and/or savings. Please see discussion.

#### III. B - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years					
A-Salaries and Wages	110,084		110,084		
B-Employee Benefits	37,870		37,870		
C-Professional Service Contracts					
E-Goods and Other Services					
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-Indirect Costs	47,167		47,167		
<b>Total \$</b>	195,121	0	195,121	0	0

In addition to the estimates above, there are additional indeterminate costs and/or savings. Please see discussion.

**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

<b>Bill Number:</b> 5594 SB	<b>Title:</b> Fully autonomous vehicles	<b>Agency:</b> 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:**

**Non-zero but indeterminate cost and/or savings. Please see discussion.**

**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:

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- 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: Brandon Popovac	Phone: 360-786-7465	Date: 02/02/2023
Agency Preparation: Aaron Harris	Phone: (360) 902-3795	Date: 02/07/2023
Agency Approval: Gerrit Eades	Phone: (360)902-3863	Date: 02/07/2023
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 02/08/2023

## 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.*

Please see attached fiscal note.

### 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.*

Please 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.*

Please see attached fiscal note.

## Part III: Expenditure Detail

### III. A - Operating Budget Expenditures

Non-zero but indeterminate cost and/or savings. Please see discussion.

### III. B - Expenditures by Object Or Purpose

Non-zero but indeterminate cost and/or savings. Please see discussion.

**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

Agency 240 – Department of Licensing

Bill Number: SB 5594

Bill Title: Fully Autonomous Vehicles

Indeterminate for cash receipts and partially indeterminate for expenditures.

**Part 1: Estimates**

**No Fiscal Impact**

**Estimated Cash Receipts:**

Indeterminate for cash receipts.

**Estimated Expenditures:**

Partially indeterminate for expenditures (see below).

*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).
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- Capital budget impact, complete Part IV.
- Requires new rule making, complete Part V.

Legislative Contact:	Phone: (360)	Date:
Agency Preparation: Aaron Harris	Phone: (360) 902-3795	Date: 02/07/23
Agency Approval: Gerrit Eades	Phone: (360) 902-3931	Date: 02/07/23

Request #	1
Bill #	SB 5594

## **Part 2 – Explanation**

This bill creates a regulatory framework for the operation of fully autonomous vehicles in our state.

### **2. A – Brief Description Of What The Measure Does That Has Fiscal Impact**

*Briefly describe by section number, the significant provisions of the bill, and any related workload or policy assumptions, that have revenue or expenditure impact on the responding agency.*

**Section 1.** Creates a new section in Chapter 46.92 RCW to create definitions including: “automated driving system”, “dynamic driving task”, “fully autonomous vehicle” and “On-demand autonomous vehicle network”.

**Section 2.** Creates a new section in Chapter 46.92 RCW to create a regulatory framework to operate a fully autonomous vehicle on public roadways. A person must meet the following:

1(a). Must be able to minimize the risk of a crash, in the event of a failure of the automated driving system.

(b) Must be in compliance with all applicable motor vehicle safety laws and rules, unless an exemption was granted by the department.

(c) When required by federal law, vehicles must display the manufacturer's certification label indicating that it meets all applicable FMVSS standards, including any references to exemptions made by the NHTSA.

2. Before operating a fully autonomous vehicle without a human driver, a person must submit a law enforcement interaction plan to WSP that describes:

(a) How to communicate with a fleet support specialist who is available during the times the vehicle is in operation.

(b) How to safely remove the fully autonomous vehicle from the roadway and steps to safely tow the vehicle.

(c) How to recognize whether the fully autonomous vehicle is in autonomous mode; and

(d) Any additional information the manufacturer or owner deems necessary regarding any risks.

3. Before operating a fully autonomous vehicle, a person must:

(a) Submit to the department the most recent voluntary self-assessment that the person has submitted to NHTSA.

(b) Until December 31, 2028, provide notice to the law enforcement agencies with jurisdiction over the area the person will operate the autonomous motor vehicle. Notice must be provided within 14 days of operation and include the contact information of the owner of the autonomous vehicle and a copy of the law enforcement interaction plan.

**Section 3.** Creates a new section in Chapter 46.92 RCW that states when an automated driving system is engaged: (1) The automated driving system is considered the “driver” or “operator”, for the purpose of assessing compliance with motor vehicle laws, and is deemed to satisfy all physical acts required by a driver or operator of the vehicle; and (2) The automated driving system is considered to be licensed to drive under chapter 46.20 RCW to operate the vehicle.

**Section 4.** Creates a new section in Chapter 46.92 RCW that states that before operating a fully autonomous vehicle on public roadways without a human driver, a person must submit proof of financial responsibility satisfactory to the department that the fully autonomous vehicle is covered by

insurance or proof of self-insurance that satisfies the requirements of RCW 46.30.020.

**Section 5.** Creates a new section in Chapter 46.92 RCW that states that:

1) In the event of an accident or collision involving a fully autonomous vehicle:

(a) The fully autonomous vehicle must remain on the scene of the accident or collision, consistent with its capability.

(b) The owner of the fully autonomous vehicle must report the accident or collision consistent with RCW 46.52.030.37

(2) By February 1st of each year, and until February 1, 2028, the owner of the autonomous vehicle must submit a report covering crashes or collisions from the prior calendar year to DOL and all municipalities where the autonomous vehicle operated for more than five calendar days in the prior calendar year.

**Section 6.** Creates a new section in Chapter 46.92 RCW that states that an on-demand autonomous vehicle network must be permitted to operate pursuant to state laws governing the operation of transportation network companies, taxis, or any other ground transportation for-hire of passengers under chapter 46.72 or 46.72B RCW, unless the provision applies only to a human driver and would not apply to the operation of fully autonomous vehicles.

**Section 7.** Creates a new section in Chapter 46.92 RCW that requires that a fully autonomous vehicle must be properly registered; per Chapter 46.16A RCW and identified on the certificate of title and registration as a fully autonomous vehicle.

**Section 8.** Creates a new section in Chapter 46.92 RCW that states that a person may operate an autonomous vehicle if:

(1) (a) Such automated driving system will issue a request to intervene whenever the automated driving system is not capable of performing the entire dynamic driving task with the expectation that the person will respond appropriately to such a request; and

(b) The automated driving system is capable of being operated in compliance with chapter 46.61 RCW when reasonable to do so unless an exemption has been granted by the department.

(2) This section does not prohibit or restrict a human driver from operating a fully autonomous vehicle equipped with controls that allow for the human driver to control all or part of the dynamic driving task.

**Section 9.** Creates a new section in Chapter 46.92 RCW that states that any autonomous vehicle that is also a commercial motor vehicle may operate on the public roadways, unless the provision only applies to a human driver and does not apply to a vehicle operating with the automated driving system.

**Section 10.** Creates a new section in Chapter 46.92 RCW to state that a fully autonomous vehicle that is designed to be operated exclusively by the automated driving system for all trips is not subject to motor vehicle equipment laws or rules: (1) Relate to or support vehicle operation by a human driver seated in the vehicle; and (2) are not relevant for an automated driving system.

**Section 11.** Creates a new section in Chapter 46.92 RCW to state that DOL is the sole authority over autonomous vehicles in the state and no other state agency, political subdivision, municipality, or local entity may prohibit the operation of fully autonomous vehicles, automated driving systems, or on-demand autonomous vehicle networks, or impose taxes, fees, or other requirements.

**Section 12.** Amends RCW 46.30.050 to remove references to the self-certification testing program and retain the \$5M umbrella liability insurance policy requirement for autonomous vehicle operators.

**Section 13.** Repeals RCW 46.92.010 (Testing—Self-certification pilot program—Information to be provided—Unique identification number—Notice—Fee—Public access—Operation)

**Effective date: 90 days Sine Die**

### **2.B - Cash receipts Impact**

This bill sets a regulatory basis for the operation of fully autonomous vehicles in Washington state. An indeterminate minimal revenue increase is assumed due to an absence of information about the current number of vehicles that are Society of Automotive Engineers (SAE) Level 4 and Level 5 that exist in Washington state which are assumed to be subject to fully autonomous vehicle title, registration, and other fees.

### **2.C – Expenditures**

#### **Programs and Services Division:**

The expenditure impact for this bill is indeterminate for the Programs and Services Division (PSD).

PSD assumes that sections 4, 5, 6, and 7 of this bill will create an increased workload and require additional FTEs. The workload of issuing new titles, vehicle registration certificates, insurance validation, reporting, receipt of collision information, and receipt of self-assessment will necessitate an indeterminate number of FTEs, as we do not have any data on the number of qualified fully autonomous vehicles that would need to be registered and titled.

The FTEs needed would be Licensing Service Representative 2s (LSR2s), Program Specialist 2s (PS2s), and Management Analyst 3s (MA3s).

- The LSR2s process new title and vehicle registration certificates to display that a vehicle is fully autonomous.
- The Program Specialist 2s would be needed for insurance validation, reporting, receipt of collision information, receipt of self-assessment, management and various oversight of the program creation and ongoing workload.

PSD assumes that the Application and Issuance Unit process all autonomous vehicle applications, collects required documentation, answer questions to the public and stakeholders, reviews and creates policies and procedures, and completes reporting requirements by legislature.

#### **Business and Professions Division:**

The impact to expenditures to implement section 6 of this bill is indeterminate as this bill does not give DOL the explicit authority to license the on-demand autonomous vehicle networks or direct that these companies should be included in the existing regulatory functions under chapter 46.72 or 46.72B RCW.

#### **Information Services:**

*What IS Will Implement:*

1. Create attribute\check box indicating vehicle is autonomous.
2. Add check for registered owner of autonomous vehicle to provide insurance.

3. Add comment to registration and title that vehicle is autonomous.
4. New Report on autonomous vehicles

*Assumptions:*

1. Fully autonomous vehicles can register with same authority as similar\like vehicles and trucks.
2. No fee changes for autonomous vehicles.
3. Must be reportable to law enforcement agencies.
4. Business will define what will be on the reports.

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.	\$ 22,620	6,800	-	-	-	-	-	6,800
BUSINESS ANALYST	Determine business requirements; translate requirements into what changes are needed to various systems including account codes, inventory codes, testing considerations, etc.	\$ 16,530	1,700	-	-	-	-	-	1,700
PROJECT MANAGER	Manage schedule and contracts	\$ 28,710	2,900	-	-	-	-	-	2,900
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.	\$ 16,530	1,700	-	-	-	-	-	1,700
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	11,200	-	-	-	-	-	11,200
Trainer	Trains business partners and employees in new system processes and capabilities.	\$ 22,620	2,300	-	-	-	-	-	2,300
Project Contingency	Office of the Chief Information Officer designated rate of 10%	\$ 25,474	2,700	-	-	-	-	-	2,700
<b>Totals</b>			<b>29,300</b>	-	-	-	-	-	<b>29,300</b>

### 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
Motor Vehicle	108	29,000	-	29,000	-	-
<b>Account Totals</b>		<b>29,000</b>	-	<b>29,000</b>	-	-

#### 3.B – Expenditures by Object or Purpose

Object of Expenditure	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
Goods and Services	29,000	-	29,000	-	-
<b>Total By Object Type</b>	<b>29,000</b>	<b>-</b>	<b>29,000</b>	<b>-</b>	<b>-</b>

**3.C – FTE Detail**

Staffing	Salary	FY 24	FY 25	23-25 Total	25-27 Total	27-29 Total
	<b>Total FTE</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

**Part 4 – Capital Budget Impact**

None.

**Part 5 – New Rule Making Required**

None.

# Individual State Agency Fiscal Note

<b>Bill Number:</b> 5594 SB	<b>Title:</b> Fully autonomous vehicles	<b>Agency:</b> 405-Department of Transportation
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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.*

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- Capital budget impact, complete Part IV.
- Requires new rule making, complete Part V.

Legislative Contact: Brandon Popovac	Phone: 360-786-7465	Date: 02/02/2023
Agency Preparation: Kristi Fry	Phone: 360-705-7369	Date: 02/07/2023
Agency Approval: Amber Coulson	Phone: 360-705-7525	Date: 02/07/2023
OFM Review: Maria Thomas	Phone: (360) 229-4717	Date: 02/07/2023

## 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.*

See attached WSDOT fiscal note.

### 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:** SB 5594 **Title:** Operation of Fully Autonomous Vehicles **Agency:** 405-Department of Transportation

## Part I: Estimates

Check applicable boxes and follow corresponding instructions, use the fiscal template table provided to show fiscal impact by account, object, and program (if necessary), **add rows if needed**. If no fiscal impact, check the box below, skip fiscal template table, and go to Part II to explain briefly, why the program believes there will be no fiscal impact to the department.

No Fiscal Impact (Explain in section II. A)

If a fiscal note is assigned to our agency, someone believes there might be, and we need to address that, showing why there is no impact to the department.

Indeterminate Cash Receipts Impact (Explain in section II. B)

Indeterminate Expenditure Impact (Explain in section II. C)

If fiscal impact is less 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 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**

Revised

The cash receipts and expenditure estimates on this fiscal template represent the most likely fiscal impact. Factors impacting the precision of these estimates, and alternate ranges (if appropriate), are explained in Part II.

## Agency Assumptions

N/A

## Agency Contacts:

Preparer: Kristi Fry	Phone: 907-750-8773	Date: 02-03-2023
Approval: Amber Coulson	Phone: 360-742-7534	Date:
Budget Manager: Chad Johnson	Phone: 360-259-3886	Date: 02-07-2023

# Individual State Agency Fiscal Note

## Part II: Narrative Explanation

### II. A - Brief description of what the measure does that has fiscal impact

*Briefly describe by section number (sections that will change WSDOT costs or revenue), the significant provisions of the bill, and any related workload or policy assumptions that have revenue or expenditure impact on the responding agency.*

Section 1 Defines autonomous driving systems

Section 2 Outlines the operation of fully autonomous vehicles on public roadways.

Section 3 Explains the autonomous driving system.

Section 4 Explains a person must show proof of monetary responsibility.

Section 5 Outlines when there is an event of an accident.

Section 6 Outlines an on demand autonomous vehicle network must be permitted to operate.

Section 7 Explains fully automated vehicle must be registered.

Section 8 Outlines which types of operators can use an automated driving system.

Section 9 Outline types of fully autonomous commercial vehicles can be operated on the road.

Section 10 Outlines fully autonomous vehicles designed to be operated exclusively by the automated driving system for all trips.

Section 11 Outlines fully autonomous vehicles and automated driving systems are governed exclusively by this chapter.

Section 12 Outlines the umbrella liability insurance policy that covers the entity.

Section 13 Outlines the testing – self certification pilot program.

The proposed legislation creates no fiscal impact for the Washington State Department of Transportation. As written, Senate Bill 5594 poses no requirements for department.

### II. B – Cash Receipts Impact

N/A

### II. C - Expenditures

*Briefly describe the agency expenditures necessary to implement this legislation (or savings resulting from this legislation), identifying by section number the provisions of the legislation that result in the expenditures (or savings). Briefly describe the factual basis of the assumptions and the method by which the expenditure impact is derived. Explain how workload assumptions translate into cost estimates. Distinguish between one time and ongoing functions.*

No Fiscal Impact

## Part III: Expenditure Detail

# Individual State Agency Fiscal Note

## III. A - Expenditures by Object or Purpose

N/A

## Part IV: Capital Budget Impact

N/A

## Part V: New Rule Making Required

*Identify provisions of the measure that require the agency to adopt new administrative rules or repeal/revise existing rules.*

N/A

# LOCAL GOVERNMENT FISCAL NOTE

Department of Commerce

<b>Bill Number:</b> 5594 SB	<b>Title:</b> Fully autonomous vehicles
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**Part I: Jurisdiction**-Location, type or status of political subdivision defines range of fiscal impacts.

**Legislation Impacts:**

- Cities:** Approximately \$442,860 to provide training to law enforcement officers on modifications to motor vehicle requirements related to autonomous vehicles; indeterminate expenditure impact as a result of reviewing law enforcement interaction plans
- Counties:** Approximately \$134,400 to provide training to law enforcement officers on modifications to motor vehicle requirements related to autonomous vehicles; indeterminate expenditure impact as a result of reviewing law enforcement interaction plans
- Special Districts:**
- Specific jurisdictions only:**
- Variance occurs due to:**

**Part II: Estimates**

- No fiscal impacts.
- Expenditures represent one-time costs:** Approximately \$577,260 to provide training to local law enforcement officers on modifications to motor vehicle requirements related to autonomous vehicles; indeterminate expenditure impact as a result of reviewing law enforcement interaction plans
- Legislation provides local option:
- Key variables cannot be estimated with certainty at this time:** Number of law enforcement interaction plans local law enforcement agencies may receive

**Estimated revenue impacts to:**

None

**Estimated expenditure impacts to:**

Jurisdiction	FY 2024	FY 2025	2023-25	2025-27	2027-29
City	442,860		442,860		
County	134,400		134,400		
<b>TOTAL \$</b>	577,260		577,260		
<b>GRAND TOTAL \$</b>					<b>577,260</b>

In addition to the estimates above, there are additional indeterminate costs and/or savings. Please see discussion.

**Part III: Preparation and Approval**

Fiscal Note Analyst: James Vogl	Phone: 360-480-9429	Date: 02/10/2023
Leg. Committee Contact: Brandon Popovac	Phone: 360-786-7465	Date: 02/02/2023
Agency Approval: Alice Zillah	Phone: 360-725-5035	Date: 02/10/2023
OFM Review: Kyle Siefering	Phone: (360) 995-3825	Date: 02/10/2023

## **Part IV: Analysis**

### **A. SUMMARY OF BILL**

*Description of the bill with an emphasis on how it impacts local government.*

Sections 1 through 11 of the proposed legislation would each add a new section to chapter 46.92 RCW.

Section 1 would list definitions to be used in sections 2 through 11 of the bill.

Section 2 would list the conditions for a person to operate an autonomous vehicle on public roads in Washington without a human driver.

One of these conditions would be to “until December 31, 2028, provide notice to the law enforcement agencies with jurisdiction over the area the person will operate the autonomous motor vehicle.” This notice would be required to “be provided within 14 days of operation and include the contact information of the owner of the autonomous vehicle and a copy of the law enforcement interaction plan” the owner would be required to submit to the Washington State Patrol.

Section 3 would specify that “for the purpose of assessing compliance with applicable traffic or motor vehicle laws,” an automated driving system is considered to be the driver or operator of an autonomous vehicle, and that system is considered to be licensed to drive.

Section 4 would require an operator of a fully autonomous vehicle to “submit proof of financial responsibility satisfactory to the department that the fully autonomous vehicle is covered by insurance or proof of self-insurance that satisfies the requirements of RCW 46.30.020.”

Section 5 would specify requirements for owners of fully autonomous vehicles in the event of an accident or collision involving those vehicles.

Section 6 would specify that “an on-demand autonomous vehicle network must be permitted to operate pursuant to state laws governing the operation of transportation network companies, taxis, or any other ground transportation for-hire of passengers.” This section would exempt the operation of fully autonomous vehicles in this fashion from any provision of chapter 46.72 and 46.72B RCW “that reasonably applies only to a human driver.”

Section 7 would require that a fully autonomous vehicle “be properly registered in accordance with chapter 46.16A RCW, and identified on the certificate of title and registration as a fully autonomous vehicle.”

Section 8 would specify the conditions for a person to operate “a motor vehicle equipped with an automated driving system capable of performing the entire dynamic driving task.”

Section 9 would specify that fully autonomous vehicles can operate on public roads in Washington as commercial motor vehicles. This section would exempt the operation of fully autonomous vehicles in this fashion from any provision of title 46 RCW “that reasonably applies only to a human driver.”

Section 10 would exempt “a fully autonomous vehicle that is designed to be operated exclusively by the automated driving system for all trips” from “motor vehicle equipment laws or rules pursuant to chapter 46.37 RCW that relate to or support motor vehicle operation by a human driver seated in the vehicle, and are not relevant for an automated driving system.”

Section 11 would specify that unless otherwise specified, “fully autonomous vehicles and automated driving systems are governed exclusively” by chapter 46.92 RCW, and the Department of Licensing shall implement the provisions of this chapter.

This section would also specify that “no state agency, political subdivision, municipality, or local entity may prohibit the operation of fully autonomous vehicles, automated driving systems, or on-demand autonomous vehicle networks, or

otherwise enact or keep in force rules or ordinances that would impose taxes, fees, or other requirements, including performance standards, specific to the operation of fully autonomous vehicles, automated driving systems, or on-demand autonomous vehicle networks in addition to the requirements of” chapter 46.92 RCW.

## **B. SUMMARY OF EXPENDITURE IMPACTS**

*Expenditure impacts of the legislation on local governments with the expenditure provisions identified by section number and when appropriate, the detail of expenditures. Delineated between city, county and special district impacts.*

The proposed legislation would have both determinate and indeterminate impacts on local government expenditures.

According to the Washington Association of Sheriffs and Police Chiefs (WASPC), all local law enforcement officers would need to go through training regarding the modifications this bill would make to motor vehicle requirements related to autonomous vehicles. WASPC estimates that approximately one hour of training would be required per law enforcement officer. This training would require a one-time cost of \$442,860 for cities and \$134,400 for counties, for a total one-time cost to local governments of \$577,260.

The 2021 Crime in Washington Report conducted by WASPC states that there are 6,710 commissioned officers in police departments and 2,240 commissioned officers in sheriff’s departments, for a total of 8,950 commissioned law enforcement employees that would require training. The 2023 Local Government Fiscal Note Program Criminal Justice Cost Model estimates the average hourly salary (including benefits and overhead) for an officer employed by a city to be \$66, and the same figure for an officer employed by a county to be \$60. If every officer in Washington had to complete approximately one hour of training, the cost to local governments would be:

Cities:

6,710 officers X 1 hour X \$66 = \$442,860

Counties:

2,240 officers X 1 hour X \$60 = \$134,400

Total:

\$442,860 + \$134,400 = \$577,260

Training materials and time required may differ among different departments, however.

WASPC indicates that in addition to the above one-time training costs, local law enforcement agencies could incur costs to process and check for compliance with the law enforcement interaction plans that section 2 of the proposed legislation would require operators of autonomous vehicles to submit to agencies with jurisdiction over the areas the vehicle will be operating in. This would include familiarizing officers with how to communicate with a fleet support specialist, how to remove a particular vehicle from the road and safely tow it, and any additional safety information included in the interaction plan. WASPC estimates that this process would require approximately 10 minutes per plan.

Local law enforcement agencies would only incur these costs until December 31, 2028, at which point the requirement to submit a law enforcement interaction plan to the agencies with jurisdiction over the area where a vehicle will be operating would expire. It is assumed that local agencies would only need to review one plan per vehicle type, but depending on the size of a vehicle's operational area, multiple agencies could receive plans for the same vehicle.

It is unknown how many interaction plans local law enforcement agencies may receive in the future, however, so the ongoing expenditure impact of reviewing these plans is indeterminate.

## **C. SUMMARY OF REVENUE IMPACTS**

*Revenue impacts of the legislation on local governments, with the revenue provisions identified by section number, and when appropriate, the detail of revenue sources. Delineated between city, county and special district impacts.*

The proposed legislation would have no impact on local government revenues.

### **SOURCES:**

Crime in Washington Report, 2021

Local Government Fiscal Note Program Criminal Justice Cost Model, 2023

Washington Association of Sheriffs and Police Chiefs