

Multiple Agency Fiscal Note Summary

Bill Number: 5755 SB	Title: Unmanned aircraft/government
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Estimated Cash Receipts

NONE

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
Department of Enterprise Services	.0	0	0	0	.0	0	0	0	.0	0	0	0
Washington State Patrol	.0	1,694,798	1,694,798	6,052,851	.0	0	0	0	.0	1,680,000	1,680,000	6,000,000
Washington State Patrol	In addition to the estimate above, there are additional indeterminate costs and/or savings. Please see individual fiscal note.											
Military Department	.0	0	0	0	.0	0	0	0	.0	0	0	0
Department of Transportation	.0	0	0	0	.0	0	0	1,296,000	.0	0	0	0
Department of Transportation	In addition to the estimate above, there are additional indeterminate costs and/or savings. Please see individual fiscal note.											
Department of Ecology	.0	0	0	0	.0	0	0	0	.0	0	0	0
State Parks and Recreation Commission	.0	0	0	0	.0	0	0	0	.0	0	0	0
Department of Fish and Wildlife	.0	0	0	0	.0	0	0	0	.0	0	0	0
Department of Natural Resources	.0	981,300	981,300	981,300	.0	738,800	738,800	738,800	.0	738,800	738,800	738,800
Total \$	0.0	2,676,098	2,676,098	7,034,151	0.0	738,800	738,800	2,034,800	0.0	2,418,800	2,418,800	6,738,800

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 Expenditures

Agency Name	2023-25			2025-27			2027-29		
	FTEs	Bonds	Total	FTEs	Bonds	Total	FTEs	Bonds	Total
Department of Enterprise Services	.0	0	0	.0	0	0	.0	0	0
Washington State Patrol	.0	0	0	.0	0	0	.0	0	0
Military Department	.0	0	0	.0	0	0	.0	0	0
Department of Transportation	.0	0	0	.0	0	0	.0	0	0
Department of Ecology	.0	0	0	.0	0	0	.0	0	0
State Parks and Recreation Commission	.0	0	0	.0	0	0	.0	0	0
Department of Fish and Wildlife	.0	0	0	.0	0	0	.0	0	0
Department of Natural Resources	.0	0	0	.0	0	0	.0	0	0
Total \$	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

Prepared by: Tiffany West, OFM	Phone: (360) 890-2653	Date Published: Final 3/ 6/2023
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Individual State Agency Fiscal Note

Bill Number: 5755 SB	Title: Unmanned aircraft/government	Agency: 179-Department of Enterprise Services
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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:	Phone:	Date: 02/24/2023
Agency Preparation: Michael Diaz	Phone: (360) 407-8131	Date: 02/28/2023
Agency Approval: Ashley Howard	Phone: (360) 407-8159	Date: 02/28/2023
OFM Review: Cheri Keller	Phone: (360) 584-2207	Date: 02/28/2023

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.

Section 1 adds a new section to RCW 43.17 that prohibits state and local agencies from purchasing, acquiring, or using any unmanned aircraft or unmanned aircraft system that are produced by a manufacturer of covered equipment, systems, or services pursuant to Section 889 of the U.S. National Defense Authorization Act (NDAA). The Department of Enterprise Services (DES) may currently have statewide contracts for services that this bill would impact. DES would review these contracts to determine if amendments would need to be done or if the restrictions could be incorporated into future solicitations and contracts. This work would be done as part of the normal course of business. Therefore, there is no fiscal impact to DES.

Section 2 is a new section that states this act will take effect January 1, 2025. This has no fiscal impact to DES.

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: 5755 SB	Title: Unmanned aircraft/government	Agency: 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
Account					
General Fund-State 001-1	2,005	1,692,793	1,694,798	0	1,680,000
State Patrol Highway Account-State 081-1	5,156	4,352,897	4,358,053	0	4,320,000
Total \$	7,161	6,045,690	6,052,851	0	6,000,000

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.

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:	Phone:	Date: 02/24/2023
Agency Preparation: Kendra Sanford	Phone: 360-596-4080	Date: 03/01/2023
Agency Approval: Mario Buono	Phone: (360) 596-4046	Date: 03/01/2023
OFM Review: Tiffany West	Phone: (360) 890-2653	Date: 03/06/2023

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.

The proposed legislation creates a significant fiscal impact to the Washington State Patrol (WSP).

New Section 1(1) prohibits state or local agencies, including any law enforcement agencies, from purchasing, acquiring, or using an unmanned aircraft or unmanned aircraft system produced by a manufacturer of covered equipment, systems, or services pursuant to section 889 of the John S. McCain National Defense Authorization Act of fiscal year 2019.

New Section 2 makes this effective January 1, 2025, if enacted.

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.

We currently have a decision package in the Governor's 2023-25 biennial budget to upgrade our current UAV fleet. This bill will impact that decision package request; increasing the funding needed to be compliant with this proposed legislation.

This bill would eliminate our current unmanned aircraft vehicle (UAV) program and require us to procure through an 889 compliant vendor. Our current fleet is approximately 120 UAVs and are an estimated \$3,000 per unit. Preliminary research of 889 compliant vendors can range from \$15,000 to \$50,000 per unit, an estimated \$1,800,000 to \$6,000,000 to replace our current fleet. For illustrative purposes, we are showing the \$6,000,000 amount in the expenditure table. We assume we will procure and purchase the new UAVs in FY2025 to meet the January 1, 2025 implementation date.

We would need to replace the fleet every four to five years (the estimated lifespan of a unit).

The new UAVs will require training of all UAV operators. We assume our Technology Sergeant will conduct two four-hour training sessions and all 120 operators will attend one of the two trainings. This is an estimated 488 training hours, and is an estimated \$45,690 in FY2025.

This bill potentially affects all video, camera, phone, radio, and computer equipment connected to the UAV program. We would need to do a complete review of current vendors to ensure they are 889 compliant. If not, we would need to find an 889 compliant vendor and procure equipment through them. We are unable to determine the cost at this time.

This bill would require a substantial shift in procurement and contracting practices. Procurement personnel would need to be aware of all potential equipment categories that are required to be 889 certified. This will require training of our procurement personnel and discussions with the Department of Enterprise Services, as they oversee Washington State's contract and procurement processes. We are unable to determine the cost of updating procurement practices and training at this time.

Additional rulemaking will be required as a result of this proposed legislation. Rulemaking within the WSP requires input from various individuals including, but not limited to, the Government and Media Relations Captain and Legislative Analyst,

the captain(s) of the impacted division(s), the Assistant Chief for the impacted bureau(s), the Risk Management Division Commander, and the Chief or his designee.

The costs associated with legislative rule making are dependent upon the individuals working on the effort and how much time is required of each, but generally include the Government and Media Relations staff (16 hours), Subject Matter Experts (24 hours), and various reviewers (16 hours). The estimated cost for such rule making would be approximately \$7,161.

We base estimated salary expenditures on current levels for the positions requested per published salary schedules, plus any applicable incentive or assignment pay. We compute estimated benefits expenditures based on federal or state mandated rates plus state provided amounts for health insurance and workers' compensation insurance. We assume that any increases in these rates or amounts will be covered by legislation establishing the increase.

We base our estimate for agency indirect costs on the federal indirect cost rate of 33.41 percent approved by the U.S. Department of Transportation on February 14, 2023. This rate is effective July 1, 2023, and is used on all estimates completed after the approval date. 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.

The funding allocation for this estimate is based on the results of the Joint Legislative Audit and Review Committee cost allocation model approved by both the Transportation and the Omnibus Budget Committees in the 2022 Supplemental Budget. The model analyzes costs and relevant activities (hours, transactions, type of enforcement, etc.) of Washington State Patrol (WSP) organizations funded by two or more sources to ensure a consistent and fair use of state resources.

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2024	FY 2025	2023-25	2025-27	2027-29
001-1	General Fund	State	2,005	1,692,793	1,694,798	0	1,680,000
081-1	State Patrol Highway Account	State	5,156	4,352,897	4,358,053	0	4,320,000
Total \$			7,161	6,045,690	6,052,851	0	6,000,000

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	4,151	25,443	29,594		
B-Employee Benefits	1,217	8,804	10,021		
C-Professional Service Contracts					
E-Goods and Other Services					
G-Travel					
J-Capital Outlays		6,000,000	6,000,000		6,000,000
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements					
9-Indirect Costs	1,793	11,443	13,236		
Total \$	7,161	6,045,690	6,052,851	0	6,000,000

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.

Rulemaking will be needed for WAC 236-48 to reflect the new requirements.

Individual State Agency Fiscal Note

Bill Number: 5755 SB	Title: Unmanned aircraft/government	Agency: 245-Military Department
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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:	Phone:	Date: 02/24/2023
Agency Preparation: Timothy Rajcevich	Phone: 2535127596	Date: 02/26/2023
Agency Approval: Timothy Rajcevich	Phone: 2535127596	Date: 02/26/2023
OFM Review: Cheri Keller	Phone: (360) 584-2207	Date: 02/27/2023

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.

We do not foresee a fiscal impact to the Military Department. The bill would require the following actions that do not impact our operations: No state or local agency, including any law enforcement agency, shall purchase, acquire, or otherwise use an unmanned aircraft or unmanned aircraft system produced by a manufacturer of covered equipment, systems, or services pursuant to section 889 of the John S. McCain national defense authorization act for fiscal year 2019 (P.L. 115–232).

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: 5755 SB	Title: Unmanned aircraft/government	Agency: 405-Department of Transportation
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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
Account					
Motor Vehicle Account-State 108 -1	0	0	0	1,287,000	0
Puget Sound Ferry Operations Account-State 109-1	0	0	0	9,000	0
Total \$	0	0	0	1,296,000	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.

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:	Phone:	Date: 02/24/2023
Agency Preparation: Terri Palumbo	Phone: 360-709-8096	Date: 03/02/2023
Agency Approval: Eric Johnson	Phone: 360-848-7115	Date: 03/02/2023
OFM Review: Maria Thomas	Phone: (360) 229-4717	Date: 03/03/2023

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

Account	Account Title	Type	FY 2024	FY 2025	2023-25	2025-27	2027-29
108-1	Motor Vehicle Account	State	0	0	0	1,287,000	0
109-1	Puget Sound Ferry Operations Account	State	0	0	0	9,000	0
Total \$			0	0	0	1,296,000	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					
B-Employee Benefits					
C-Professional Service Contracts					
E-Goods and Other Services					
G-Travel					
J-Capital Outlays				1,296,000	
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements					
9-					
Total \$	0	0	0	1,296,000	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)

Program	FY 2024	FY 2025	2023-25	2025-27	2027-29
Program F - Operating (F)				171,000	
Program H -Operating (H)				87,000	
Program I - Capital (I)				219,000	
Program M Oprating (M)				561,000	
Program P - Capital (P)				249,000	
Program X - Capital (X)				9,000	
Total \$				1,296,000	

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: 5755 SB	Title: Unmanned aircraft/government	Agency: 405-Department of Transportation
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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.

Dollars in Thousands

	2023-25 Biennium		2025-27 Biennium		2027-29 Biennium	
	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Expenditures						
108-1-MOTOR VEHICLE			\$1,287			
109-1-PUGET SOUND FERRY OPERATIONS			\$9			
Total Expenditures	\$0	\$0	\$1,296	\$0	\$0	\$0
Biennial Totals	\$0		\$1,296		\$0	
Objects of Expenditure	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
J - CAPITAL OUTLAYS			\$1,296			
Expenditures by Program	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
PROGRAM F-OP			\$171			
PROGRAM M			\$561			
PROGRAM P-CAP			\$249			
PROGRAM X-OP			\$9			
PROGRAM H			\$87			
PROGRAM I-CAP			\$219			

Agency Assumptions

N/A

Agency Contacts:

Preparer: Terri Palumbo	Phone: 360-791-3416	Date: 2/27/2023
Approval: Eric Johnson	Phone: 360-708-8970	Date: 2/27/2023
Budget Manager: Stephanie Hardin	Phone: 360-705-7545	Date: 3/2/2023

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. List the sections that have fiscal impact to WSDOT only. E.g., "Section 3 directs the Department to ..." No summarizing, no interpreting, and save any background context for the revenue and expenditure parts.

Section 1 (1) – No state or local agency shall purchase, acquire, or otherwise use an unmanned (uncrewed) aircraft or unmanned (uncrewed) aircraft system produced by a manufacturer of covered equipment, systems, or services pursuant to section 889 of the John S. McCain National Defense Authorization Act for fiscal year 2019 (P.L. 115-232).

Section 2 – This act takes effect January 1, 2025.

II. B – Cash Receipts Impact

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.

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.

The costs to implement this bill are partially indeterminate – known costs are \$1.3 million in fiscal year 2026, with other indeterminate costs also in fiscal year 2026.

Determinate Costs

The department has at least 30 uncrewed aircraft (drones) that are assumed not compliant with section 889 of the John S. McCain National Defense Authorization Act (2019). Assuming the department continues to use drones to support the work the department performs, this proposal would require that all of these drones be replaced with compliant drones no later than January 1, 2025. Based on preliminary research, to replace all drones with compliant models is expected to be three times the original acquisition cost (which was \$432,000), for an estimated \$1.3 million to replace the drone hardware alone.

Indeterminate Costs

In addition to this, supplemental equipment, software and subscriptions are separate from the cost of the drones themselves and are needed to provide a designated function for each WSDOT program. For example, special software may include, but is not limited to, software that allows for high resolution, LIDAR, flight planning, mapping which are used to inspect bridges and evaluate airport land use. WSDOT would need to do additional research and vendor outreach to determine these costs, which may be ongoing. There may also be additional job-specific supplemental equipment. For example, depending on the type of work some drones may require zoom lenses or sturdier stands.

Individual State Agency Fiscal Note

Part III: Expenditure Detail

III. A - Expenditures by Object or Purpose

The following are estimated determinate costs for applicable budget programs to replace drones with NDA compliant drones, object J. Indeterminate software costs and specialized hardware would be in addition to this.

- Aviation (F): 3 non-compliant drones at original cost of \$57,000 x 3 times more to replace with compliant drones = \$171,000
- Highway Maintenance (M): at least 14 non-compliant drones at original cost of \$187,000 x 3 = \$561,000.
- Environmental Services Office (funded by program H): 5 non-compliant drones at original cost of \$29,000 x 3 = \$87,000.
- Preservation (P): at least 4 non-compliant drones at original cost of \$83,000 x 3 = \$249,000.
- Improvements (I): at least 3 non-compliant drones at original cost of \$73,000 x 3 = \$219,000.
- Ferries Operations (X): at least 1 non-compliant drone at original cost of \$3,000 x 3 = at least \$9,000.

Total = \$1,296,000

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

Individual State Agency Fiscal Note

Bill Number: 5755 SB	Title: Unmanned aircraft/government	Agency: 461-Department of Ecology
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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:	Phone:	Date: 02/24/2023
Agency Preparation: Gary Koshi	360-701-7645	Date: 03/02/2023
Agency Approval: Erik Fairchild	360-407-7005	Date: 03/02/2023
OFM Review: Lisa Borkowski	(360) 742-2239	Date: 03/02/2023

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.

Section 1(1) of this bill would amend chapter 43.17 RCW to prohibit any state or local agency from purchasing, acquiring, or using an unmanned aircraft or unmanned aircraft system produced by a manufacturer of covered equipment, systems, or services pursuant to section 889 of the John S. McCain national defense authorization act for fiscal year 2019. Section 1(2) would provide definitions for local agency, state agency, unmanned aircraft, and unmanned aircraft system.

Section 2 would make this act effective January 1, 2025.

This bill would have no fiscal impact to Ecology. The bill would prohibit Ecology from purchasing or using a drone manufactured by a covered foreign country as defined in the listed act, beginning January 1, 2025.

- Ecology assumes we would ensure any applicable unmanned aircraft the agency uses would meet the requirements of this bill by January 1, 2025, with no new fiscal impact.

- Ecology assumes unmanned aircraft purchased as of the effective date would meet this requirement consistent with statewide purchasing policies, with no new fiscal impact.

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: 5755 SB	Title: Unmanned aircraft/government	Agency: 465-State Parks and Recreation Commission
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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:	Phone:	Date: 02/24/2023
Agency Preparation: Robert Ingram	Phone: (360) 902-8615	Date: 02/27/2023
Agency Approval: Frank Gillis	Phone: (360) 902-8538	Date: 02/27/2023
OFM Review: Matthew Hunter	Phone: (360) 529-7078	Date: 02/27/2023

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.

This proposed legislation prohibits government agencies from purchasing or acquiring unmanned aircraft for use pursuant to section 889 of the John S. McCain national defense authorization act for fiscal year 2019.

This bill would have no fiscal impact to State Parks. The agency does not own nor operate, nor intend to purchase or acquire, any unmanned aircraft for this purpose.

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.

This bill would have no fiscal impact to State Parks. The agency does not own nor operate, nor intend to purchase or acquire, any unmanned aircraft for this purpose.

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

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: 5755 SB	Title: Unmanned aircraft/government	Agency: 477-Department of Fish and Wildlife
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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:	Phone:	Date: 02/24/2023
Agency Preparation: David Hoeveler	Phone: (360) 970-1638	Date: 02/27/2023
Agency Approval: David Hoeveler	Phone: (360) 970-1638	Date: 02/27/2023
OFM Review: Matthew Hunter	Phone: (360) 529-7078	Date: 02/27/2023

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.

No fiscal impact.

The Department follows all procurement procedures for unmanned aircraft systems specified in Section 1(1). The changes in the proposed legislation will not have fiscal impact to the Department.

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: 5755 SB	Title: Unmanned aircraft/government	Agency: 490-Department of Natural Resources
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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
Account					
General Fund-State 001-1	611,900	369,400	981,300	738,800	738,800
Total \$	611,900	369,400	981,300	738,800	738,800

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:	Phone:	Date: 02/24/2023
Agency Preparation: Zoe Catron	Phone: 360-902-1121	Date: 03/01/2023
Agency Approval: Nicole Dixon	Phone: 360-902-1155	Date: 03/01/2023
OFM Review: Lisa Borkowski	Phone: (360) 742-2239	Date: 03/01/2023

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.

Section 1 prohibits the purchase, acquisition, or use of unmanned aircraft (UAS/drones) from certain manufacturers and their subsidiaries as specified in section 889 of the John S. McCain National Defense Authorization Act for Fiscal Year 2019.

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.

The Department of Natural Resources (DNR) operates a fleet of drones whose use is prohibited by the terms of this bill. These drones are used primarily in support of timber sale operations and post-harvest stand management, including silvicultural stocking and survival surveys, monitoring of thinning treatments, monitoring of forest health, and riparian habitat. As well as for geological surveys, wildfire management and nearshore habitat monitoring. Their use as well as future purchase of drones made by DJI would be prohibited. As Unmanned Aerial Vehicles (UAV) have become an invaluable resource for land management and other natural resource monitoring this bill necessitates replacing the existing fleet with approved devices.

Approved manufactures are currently limited. Replacement devices must offer comparable specifications (flight times, instrument packages, payload capacity, etc.) and be compatible with both mission planning software (e.g. Drone Deploy and Map Pilot Pro) and photogrammetric image processing software (Agisoft Metashape).

DNR will use the SkyDio 2+ Enterprise Kit as the acceptable replacement for part of the fleet.

The cost for replacing part of the fleet with the Sky Dio 2 + Enterprise kit would be a one-time cost in Fiscal year 2024 for replacement of 31 existing UAV units @ \$5500 each (tax included) = \$170,500.

An additional two survey-grade UAVs and 2 non-survey-grade drones for geologic surveys, will cost \$35,000 to replace with equivalent equipment.

Nearshore habitat monitoring requires a different type of UAVs:

Large drone for multispectral and high resolution camera:

- Freely Alta X drone to replace the Matric 200 = \$18,200 base, \$28,150 to equip for our use
- Small drone for easy field deployment and launching from onboard a boat. Minimum cost estimate: \$2,849 (using Mavic 3 for estimate because there is no direct comparison actually available for purchase on approved list)
- Additional parts/conversion hardware, batteries and chargers (estimated what we would need to get our current cameras set up with new drones): \$6,000

The UAV market is currently limited to select models, almost none of which would be a viable alternative for nearshore habitat monitoring purposes, due to size and launch/landing terrain requirements. Therefore, the closest replacement would be to collect imagery from an airplane or helicopter, which would be inferior due to lower resolution imagery. Additionally, many areas do not permit low-flying aircrafts.

DNR images approximately 30 nearshore sites per year, and Star Helicopters rate = \$1300 per hour for aerial photography collection. With approximately 5 hours total per site, the replacement cost would be a minimum of \$200,000 per year, and likely higher after stand-by and other fees.

DNR currently intends to procure 10 UAVs each biennium for Wildfire Management training purposes as follows:

UAV Costs: \$110,000 ((((\$15,000 for NDAA compliant UAV's - \$4,000 for currently budgeted UAV's)*5 annually)*2FY's))=\$110,000 a biennium)

UAV Subscriptions \$80,000 ((\$4,000*10)*2FY's= \$80,000 a biennium)

FY 2024 Total Cost: \$611,900

Object E: \$240,000

Object J: 297,500

FY 2025 & Ongoing Total Cost - \$369,400

Object E: \$240,000

Object J: \$55,000

Goods and services and travel are calculated on actual program averages per person.

Administrative costs are calculated at 31% of staff salary and benefits and staff-related goods and services and travel.

Part III: Expenditure Detail

III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2024	FY 2025	2023-25	2025-27	2027-29
001-1	General Fund	State	611,900	369,400	981,300	738,800	738,800
Total \$			611,900	369,400	981,300	738,800	738,800

III. B - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years					
A-Salaries and Wages					
B-Employee Benefits					
C-Professional Service Contracts					
E-Goods and Other Services	240,000	240,000	480,000	480,000	480,000
G-Travel					
J-Capital Outlays	297,500	55,000	352,500	110,000	110,000
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements	74,400	74,400	148,800	148,800	148,800
9-					
Total \$	611,900	369,400	981,300	738,800	738,800

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.

LOCAL GOVERNMENT FISCAL NOTE

Department of Commerce

Bill Number: 5755 SB

Title: Unmanned aircraft/government

Part I: Jurisdiction-Location, type or status of political subdivision defines range of fiscal impacts.

Legislation Impacts:

Cities: Cities or towns that have purchased or plan to purchase unmanned aircraft or unmanned aircraft systems.

Counties: Same as above.

Special Districts:

Specific jurisdictions only:

Variance occurs due to:

Part II: Estimates

No fiscal impacts.

Expenditures represent one-time costs:

Legislation provides local option:

Key variables cannot be estimated with certainty at this time: The number of unmanned aircraft/systems manufactured by companies listed on the federal Section 889 prohibited vendor list that have been purchased by local governments.

Estimated revenue impacts to:

None

Estimated expenditure impacts to:

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

Part III: Preparation and Approval

Fiscal Note Analyst: Kristine Williams	Phone: (564) 669-3002	Date: 03/03/2023
Leg. Committee Contact:	Phone:	Date: 02/24/2023
Agency Approval: Alice Zillah	Phone: 360-725-5035	Date: 03/03/2023
OFM Review: Tiffany West	Phone: (360) 890-2653	Date: 03/06/2023

Part IV: Analysis

A. SUMMARY OF BILL

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

Sec.1 adds a new section to chapter 43.17 RCW which prohibits local governments from purchasing or using an unmanned aircraft or aircraft system produced by certain manufacturers listed in Section 889 of the National Defense Authorization Act.

Sec.2 adds a new section establishing an effective date of January 1, 2025.

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.

This legislation would have an indeterminate impact on local government expenditures. The number of jurisdictions that have purchased or plan to purchase unmanned aircraft or aircraft systems is unknown. The cost of replacing unmanned aircraft units and/or aircraft systems will vary based on the size and needs of each jurisdiction.

The Spokane Police Department Air Support Unit (SPD) provides aerial support to first responders. SPD currently has 11 unmanned aircraft in its fleet. Four of the units were manufactured by a US company and are unsuited for outdoor use. The remaining seven unmanned (exterior) aircraft are DJI products manufactured in China and were selected for purchase based on price, minimum service requirements, and unique features necessary for inclement weather operations. SPD estimates the current average replacement cost per unit to be in the range of \$16,000 to \$20,000, plus tax.

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.

This legislation has no impact on local government revenues.

SOURCES

Association of Washington Cities (AWC)

Washington Association of Sheriffs and Police Chiefs (WASPC)

City of Spokane Police Department

Spokane County Sheriff's Office