

Fiscal Estimate Narratives

DOT 3/28/2013

LRB Number	13-0498/2	Introduction Number	SB-080	Estimate Type	Original
Description Operation of autonomous vehicles on the highways, granting rule-making authority, and providing a penalty					

Assumptions Used in Arriving at Fiscal Estimate

BILL SUMMARY

This bill authorizes the operation of autonomous vehicles on highways. Under this bill, an autonomous vehicle may be in operation in autonomous mode if: 1) the operator is present and able to monitor the vehicle's performance and is able to take immediate control; 2) the operator has a valid driver license; 3) there is liability insurance coverage of at least \$5,000,000; 4) the vehicle has means to engage and disengage the autonomous technology that is easily accessible to the operator; 5) the vehicle is able to visually indicate when it is operating in autonomous mode; 6) the vehicle alerts the operator of an autonomous technology failure; 7) the vehicle is able to operate within traffic and motor vehicle laws; 8) while in autonomous mode, capture and store autonomous technology sensor data for at least 30 seconds before any collision; and 9) the vehicle satisfies all requirements imposed by rule by the Department of Transportation.

This bill gives the DOT the authority to promulgate rules establishing requirements for autonomous vehicles, including minimum safety and performance standards. This bill also requires the manufacturer to disclose what information is collected by the autonomous technology.

The bill prohibits operation in autonomous mode on a highway unless the operation is in compliance with the foregoing requirements. Any person found in violation of failing to take control of the autonomous vehicle when required may be required to pay a fine no less than \$100 or more than \$1,000.

ASSUMPTIONS

This proposal would require DOT to create a charge code for persons found in violation of failing to take control of the autonomous vehicle when required.

The bill would require proof of a \$5,000,000 liability insurance policy to be provided to the department. DMV assumes there are few vehicles or drivers who would be required to have this insurance now. If the numbers grow, there would be cost savings available if proof of a liability insurance policy operated the same as the current mandatory insurance law (344.61-67), with roadside enforcement and no information provided to the Department.

DOT would promulgate rules to establish the requirements of an autonomous vehicle, including minimum safety and performance standards.

CONCLUSION

Long-Range Fiscal Implications

None

Fiscal Estimate Worksheet - 2013 Session

Detailed Estimate of Annual Fiscal Effect

Original
 Updated
 Corrected
 Supplemental

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I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect): There is a one time cost related to IT programming associated with implementation of this bill of approximately \$16,200.			
II. Annualized Costs:		Annualized Fiscal Impact on funds from:	
		Increased Costs	Decreased Costs
A. State Costs by Category			
State Operations - Salaries and Fringes		\$	\$
(FTE Position Changes)			
State Operations - Other Costs			
Local Assistance			
Aids to Individuals or Organizations			
TOTAL State Costs by Category		\$	\$
B. State Costs by Source of Funds			
GPR			
FED			
PRO/PRS			
SEG/SEG-S			
III. State Revenues - Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, etc.)			
		Increased Rev	Decreased Rev
GPR Taxes		\$	\$
GPR Earned			
FED			
PRO/PRS			
SEG/SEG-S			
TOTAL State Revenues		\$	\$
NET ANNUALIZED FISCAL IMPACT			
		<u>State</u>	<u>Local</u>
NET CHANGE IN COSTS		\$	\$
NET CHANGE IN REVENUE		\$	\$
Agency/Prepared By		Authorized Signature	Date
DOT/ Megan Bergum (608) 266-1449		Stephanie LaSage (608) 267-3703	3/28/2013