

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. No.: 4899H.02C
Bill No.: HCS for HB Nos. 2069 & 2208
Subject: Transportation; Motor Carriers; Motor Vehicles
Type: Original
Date: January 26, 2026

Bill Summary: This proposal establishes provisions relating to autonomous vehicles.

FISCAL SUMMARY

ESTIMATED NET EFFECT ON GENERAL REVENUE FUND

FUND AFFECTED	FY 2027	FY 2028	FY 2029
General Revenue	(\$469,257)	(\$77,769)	(\$78,998)
Total Estimated Net Effect on General Revenue	(\$469,257)	(\$77,769)	(\$78,998)

ESTIMATED NET EFFECT ON OTHER STATE FUNDS

FUND AFFECTED	FY 2027	FY 2028	FY 2029
Total Estimated Net Effect on <u>Other</u> State Funds	\$0	\$0	\$0

Numbers within parentheses: () indicate costs or losses.

ESTIMATED NET EFFECT ON FEDERAL FUNDS

FUND AFFECTED	FY 2027	FY 2028	FY 2029
Total Estimated Net Effect on <u>All</u> Federal Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON FULL TIME EQUIVALENT (FTE)

FUND AFFECTED	FY 2027	FY 2028	FY 2029
General Revenue	1 FTE	1 FTE	1 FTE
Total Estimated Net Effect on FTE	1 FTE	1 FTE	1 FTE

- Estimated Net Effect (expenditures or reduced revenues) expected to exceed \$250,000 in any of the three fiscal years after implementation of the act or at full implementation of the act.
- Estimated Net Effect (savings or increased revenues) expected to exceed \$250,000 in any of the three fiscal years after implementation of the act or at full implementation of the act.

ESTIMATED NET EFFECT ON LOCAL FUNDS

FUND AFFECTED	FY 2027	FY 2028	FY 2029
Local Government	(Unknown)	(Unknown)	(Unknown)

FISCAL ANALYSIS

ASSUMPTION

§§304.920, 304.923, 304.926, 304.927, 304.928, 304.929, 304.930, 304.931 & 304.932 – Autonomous Vehicles

Officials from the **Department of Revenue (DOR)** assume the following regarding this proposal:

Administrative Impact

To implement the proposed provisions of this bill the MVB would be required to:

- Update procedures, manuals, Department website, and correspondence letters
- Update registration and titling application forms to account for fully autonomous vehicle identification
- Update systems to account for fully autonomous vehicle identification datapoints
- Send communication to stakeholders as applicable
- Train current staff

FY 2027 – Systems Analysis & Support

Associate Research/Data Analyst 598 hrs. @ \$31.16/hr. =\$18,634

Research/Data Analyst 150 hrs. @ \$37.14/hr. =\$5,571

Administrative Manager 75 hrs. @ \$51.40/hr. =\$3,855

FY 2027 – Strategy & Communications Office

Associate Research/Data Analyst 100 hrs. @ \$31.16/hr. =\$3,116

Research/Data Analyst 70 hrs. @ \$37.14/hr. =\$2,600

Total = \$33,776

Oversight assumes DOR will use existing staff and will not hire additional FTE to conduct these activities; therefore, Oversight will not reflect the administrative costs DOR has indicated on the fiscal note.

DOR notes some Motor Vehicle Bureau legacy systems will be unable to accommodate for this change due to their antiquated nature. Estimates are provided to account for these changes in a nonautomated environment and are likely to be cumbersome and more costly than shown. Additionally, this nonautomated process will require at least **1 FTE** based on volumes shown in other states. This would require MVB to maintain a record of fully autonomous vehicles outside of their current systems (likely through a Sharepoint Excel sheet) which would need to be maintained until their implementation into FUSION.

This new FTE would maintain this record sheet and would work with FAST to ensure registration records for fully autonomous vehicles are properly marked in FUSION. While this duty would not consume a full 40-hour workweek for this individual, the need to maintain a backup and train current staff to identify transaction requests for fully autonomous vehicles was also considered and ultimately resulted in the foreseen need for an additional FTE.

FY 2027 - Motor Vehicle Bureau additional FTE cost

Associate Customer Service Representative \$42,952.80
Equipment costs for laptop, dock, and software \$1,253.60 each
Additional monitors needed 2 @ \$161.20 each
Cubicle, chair, calculator \$10,848.00 each
Phone \$525 each
Headset \$125 each
Total \$56,027

DOR notes OA-ITSD services will be required at a cost of **\$167,379** in FY 2027 (1,594.09 hours x \$105 per hour).

FUSION Impact

1,000 hours of development @ \$225/hr. = **\$225,000**

The fiscal impact estimated above is based on changes in the current Department's Motor Vehicle system environment. The implementation of this legislation will be coordinated with the integration of the Department's Motor Vehicle and Driver Licensing software system approved and passed by the General Assembly in 2020 (SB 176). To avoid duplicative technology development and associated costs to the state, it is recommended a delayed effective date be added to this bill to correlate with the installation of the new system.

Oversight does not have information to the contrary and therefore, Oversight will reflect the estimates for 1 FTE, OA-ITSD and FUSION costs as provided by DOR.

Officials from the **Missouri Department of Transportation** assume the proposal will have no fiscal impact on their organization.

Officials from the **Missouri Highway Patrol** assume the proposal will have no fiscal impact on their organization.

Officials from the **City of Kansas City, Kansas City Police Department, Phelps County Sheriff and St. Louis County Police Department** each assume the proposal will have no fiscal impact on their respective organizations.

Oversight does not have any information to the contrary. Therefore, Oversight will reflect a zero impact in the fiscal note for this agency.

Officials from the **Branson Police Department** assume this proposed legislation prohibits the ability for municipalities to regulate, control or invoke fees or taxes to deal with problems and issues related to autonomous vehicles. Local governments should have the ability to regulate and impose reasonable fees for the additional resources that will be needed to handle investigations, accidents and problems related to issues.

Oversight assumes there could be some costs to local political subdivisions as a result of this proposal; therefore, Oversight will reflect an “Unknown” cost in the fiscal note.

Oversight only reflects the responses that we have received from state agencies and political subdivisions; however, other local political subdivisions and law enforcement agencies were requested to respond to this proposed legislation but did not. Upon the receipt of additional responses, Oversight will review to determine if an updated fiscal note should be prepared and seek the necessary approval to publish a new fiscal note. A general listing of political subdivisions included in our database is available upon request.

Rule Promulgation

Officials from the **Joint Committee on Administrative Rules** assume this proposal is not anticipated to cause a fiscal impact beyond its current appropriation.

Officials from the **Office of the Secretary of State (SOS)** note many bills considered by the General Assembly include provisions allowing or requiring agencies to submit rules and regulations to implement the act. The SOS is provided with core funding to handle a certain amount of normal activity resulting from each year's legislative session. The fiscal impact for this fiscal note to the SOS for Administrative Rules is less than \$5,000. The SOS recognizes that this is a small amount and does not expect that additional funding would be required to meet these costs. However, the SOS also recognizes that many such bills may be passed by the General Assembly in a given year and that collectively the costs may be in excess of what the office can sustain with its core budget. Therefore, the SOS reserves the right to request funding for the cost of supporting administrative rules requirements should the need arise based on a review of the finally approved bills signed by the governor.

<u>FISCAL IMPACT – State Government</u>	FY 2027 (10 Mo.)	FY 2028	FY 2029
GENERAL REVENUE FUND			
<u>Cost – DOR (§§304.920 – 304.932) p.4</u>			
Personal Services	(\$35,794)	(\$43,812)	(\$44,688)
Fringe Benefits	(\$28,010)	(\$33,957)	(\$34,310)
Expense and Equipment	(\$13,074)	\$0	\$0
Total Costs – DOR	(\$76,878)	(\$77,769)	(\$78,998)
Net FTE Change – DOR	1 FTE	1 FTE	1 FTE
<u>Cost – DOR (§§304.920 – 304.932) FUSION consultant p.4</u>	(\$225,000)	\$0	\$0
<u>Cost – DOR (§§304.920 – 304.932) OA-ITSD costs p.4</u>	(\$167,379)	\$0	\$0
ESTIMATED NET EFFECT ON THE GENERAL REVENUE FUND	<u>(\$469,257)</u>	<u>(\$77,769)</u>	<u>(\$78,998)</u>
Estimated Net FTE Change to the General Revenue Fund	1 FTE	1 FTE	1 FTE

<u>FISCAL IMPACT – Local Government</u>	FY 2027 (10 Mo.)	FY 2028	FY 2029
LOCAL POLITICAL SUBDIVISIONS			
<u>Cost – Law Enforcement Agencies (§§304.920 – 304.932) Training and expenses of implementation p.5</u>	<u>(Unknown)</u>	<u>(Unknown)</u>	<u>(Unknown)</u>
ESTIMATED NET EFFECT ON LOCAL POLITICAL SUBDIVISIONS	<u>(Unknown)</u>	<u>(Unknown)</u>	<u>(Unknown)</u>

FISCAL IMPACT – Small Business

No direct fiscal impact on small businesses would be expected as a result of this proposal.

FISCAL DESCRIPTION

This bill adds several provisions relating to autonomous vehicles.

This bill defines the terms "automated driving system", "dynamic driving task", "dynamic driving task fallback", "fully autonomous vehicle", and other terms relating to autonomous vehicles.

Under the bill, a person can operate a fully autonomous vehicle on public roads if certain conditions are met relating to the vehicle's certification and safety capabilities. Before doing so, a person must submit a law enforcement plan to the Department of Public Safety (DPS), as described in the bill.

The bill states that, when engaged, the automated driving system of a vehicle is considered the driver of that vehicle for the purpose of complying with traffic or motor vehicle laws, and the driving system is considered to be licensed to operate the vehicle. Before a person operates any autonomous vehicle on a public road without a human driver, they must submit proof of financial responsibility to the Department of Revenue. Fully autonomous vehicles must remain at the scene of a crash, as required of human drivers by current law, and crashes or collisions involving autonomous vehicles must be reported. The bill allows for the operation of an on-demand autonomous vehicle network under the same restrictions as taxis and other for-hire passenger transport systems. The bill requires that a fully autonomous vehicle be properly registered and titled in this State.

Under the bill, a person can operate an autonomous vehicle if the autonomous vehicle alerts the human driver to situations where they need to take control, and the vehicle is able to follow traffic regulations. Human drivers are not restricted from driving fully autonomous vehicles. Fully autonomous vehicles which are also commercial vehicles can operate pursuant to commercial vehicle laws. This bill exempts certain fully autonomous vehicles that aren't designed to be operated by human drivers from motor vehicle equipment laws and regulations that are only relevant when vehicles are driven by humans.

Rulemaking authority to implement this bill is given to the director of DPS. No State agency, political subdivision, municipality, or local entity can prohibit, tax, or regulate autonomous vehicles or their use in a transportation service network.

This legislation is not federally mandated, would not duplicate any other program and would not require additional capital improvements or rental space.

SOURCES OF INFORMATION

Department of Revenue
Department of Public Safety
 Missouri Highway Patrol
Missouri Department of Transportation
Office of the Secretary of State
Joint Committee on Administrative Rules
Phelps County Sheriff
City of Kansas City
Kansas City Police Department
St. Louis County Police Department
Branson Police Department



Julie Morff
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January 26, 2026



Jessica Harris
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January 26, 2026