



MISSOURI HOUSE OF REPRESENTATIVES
WITNESS APPEARANCE FORM

BILL NUMBER: HB 2069		DATE: 1/12/2026
COMMITTEE: Emerging Issues		
TESTIFYING: <input checked="" type="checkbox"/> IN SUPPORT OF <input type="checkbox"/> IN OPPOSITION TO <input type="checkbox"/> FOR INFORMATIONAL PURPOSES		
WITNESS NAME		
INDIVIDUAL:		
WITNESS NAME: ANDREW SARTORIUS		PHONE NUMBER:
BUSINESS/ORGANIZATION NAME:		TITLE:
ADDRESS:		
CITY:		STATE: ZIP:
EMAIL:	ATTENDANCE:	SUBMIT DATE: 1/12/2026 12:00 AM
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WITNESS NAME		
BUSINESS/ORGANIZATION:		
WITNESS NAME: ANDREW WOOD	PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME: TECHNET	TITLE: EXECUTIVE DIRECTOR, COLORADO & CENTRAL U.S.	
ADDRESS: 1410 GRANT ST, SUIT D-110		
CITY: DENVER	STATE: CO	
ZIP: 80203		
EMAIL: awood@technet.org	ATTENDANCE: Written	SUBMIT DATE: 1/12/2026 1:29 PM

THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.

Dear Chair Christ and Members of the Emerging Issues Committee,
On behalf of TechNet, the national, bipartisan network of technology CEOs and senior executives, we respectfully write in support of House Bill 2069.

TechNet represents more than 100 American technology companies ranging from innovative startups to globally recognized leaders, including companies developing and deploying autonomous vehicle technologies. Our members employ millions of Americans and are committed to advancing innovation in a manner that improves safety, expands access to opportunity, and strengthens state and local economies.

HB 2069 provides a clear, modern, and responsible framework to authorize the operation of autonomous vehicles on Missouri's public roads. By expressly allowing driverless operation subject to reasonable safety and oversight requirements, this legislation aligns Missouri law with the realities of today's technology and with the approach already adopted by a majority of states.

Importantly, the bill establishes a single statewide framework for autonomous vehicles. Avoiding a patchwork of local rules is essential for safe deployment, regulatory clarity, and interstate travel. Autonomous vehicles do not recognize municipal boundaries, and consistent statewide rules benefit law enforcement, regulators, and the traveling public alike.

From a safety perspective, autonomous vehicle technologies are designed to address one of the most persistent challenges on our roadways: human error. National data consistently shows that the overwhelming majority of crashes are caused by human behavior such as distraction, impairment, fatigue, or speeding. Autonomous driving systems are built to operate without these risks, continuously monitor their surroundings, and follow traffic laws. In states where these technologies are already deployed, they are operating safely and transparently under existing traffic and reporting requirements.

Beyond safety, autonomous vehicle deployment offers meaningful economic and workforce benefits. Technology companies deploying these systems create new jobs across a wide range of skill levels, including vehicle technicians, fleet operations staff, customer support roles, mapping and data specialists, and remote assistance operators. Many of these positions do not require a four-year degree and build on skills already present in Missouri's workforce.

Autonomous vehicles also support broader economic activity by improving mobility, enhancing tourism and business travel, increasing freight efficiency, and supporting local businesses. States that provide regulatory certainty are better positioned to attract investment, pilot programs, and long-term operations, while states that delay risk falling behind as capital flows elsewhere.

HB 2069 strikes the right balance by enabling innovation while preserving public safety and existing

enforcement authority. It does not weaken traffic laws, does not eliminate accountability, and does not mandate adoption. Instead, it creates a pathway for safe, lawful, and competitive deployment.

For these reasons, TechNet strongly supports HB 2069 and respectfully urges the Committee to vote "yes." We appreciate your leadership and your thoughtful consideration of policies that will help Missouri remain competitive, innovative, and safe.

If you have any questions, please contact me at awood@technet.org.

Respectfully,

Andrew Wood

Executive Director, Colorado & Central U.S.

TechNet



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WITNESS NAME		
INDIVIDUAL:		
WITNESS NAME: ARNIE C. AC DIENOFF-STATE PUBLIC ADVOCATE		PHONE NUMBER:
BUSINESS/ORGANIZATION NAME:		TITLE:
ADDRESS:		
CITY:		STATE: ZIP:
EMAIL:	ATTENDANCE: Written	SUBMIT DATE: 1/12/2026 11:57 PM

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I am in Support of the Protection in this Bill.



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WITNESS NAME		
REGISTERED LOBBYIST:		
WITNESS NAME: BECKY LOHMAN	PHONE NUMBER:	
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Becky Lohmann, registered lobbyist on behalf of Tesla



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WITNESS NAME		
REGISTERED LOBBYIST:		
WITNESS NAME: BRIAN GRACE	PHONE NUMBER: 573-230-9549	
REPRESENTING: WAYMO	TITLE:	
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EMAIL:	ATTENDANCE:	SUBMIT DATE: 1/12/2026 12:00 AM
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WITNESS NAME		
BUSINESS/ORGANIZATION:		
WITNESS NAME: DAVID MARGINES		PHONE NUMBER:
BUSINESS/ORGANIZATION NAME: WAYMO		TITLE: DIRECTOR PRODUCT MANAGEMENT
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EMAIL:	ATTENDANCE:	SUBMIT DATE: 1/12/2026 12:00 AM
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WITNESS NAME		
BUSINESS/ORGANIZATION:		
WITNESS NAME: DAVID STOKES		PHONE NUMBER: 314-454-0647
BUSINESS/ORGANIZATION NAME: SHOW-ME INSTITUTE		TITLE: DIRECTOR OF MUNICIPAL POLICY
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EMAIL: david.stokes@showmeinstitute.org	ATTENDANCE: Written	SUBMIT DATE: 1/12/2026 12:06 PM

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TO THE HONORABLE MEMBERS OF THIS COMMITTEE:

My name is David Stokes, and I am director of municipal policy for the Show-Me Institute, a nonprofit, nonpartisan Missouri-based think tank that supports free-market solutions for state and local policy. The ideas presented here are my own. This testimony is intended to summarize research that analysts for the Show-Me Institute have conducted and reviewed regarding the introduction and use of autonomous vehicles (AVs) in Missouri.

As complicated as autonomous vehicles are, Missouri House Bill 2069 (HB 2069) regarding their use in Missouri is admirably simple. HB 2069 clarifies that AVs (cars that are not controlled primarily by drivers) would be allowed to operate in the state if they meet basic safety standards. The legislation also prevents local government from adding additional regulations or taxes to AVs beyond the state regulations that the legislation directs the Department of Public Safety to create.

The people of Missouri learned from the emergence of other web-based companies like Uber, Lyft, AirBNB, and VRBO that local governments in Missouri are only too happy to institute a dizzying array of competing rules, codes, and taxes for the new companies to attempt to comply with. That is not to say that every local regulation for these companies has been bad, just that expecting new technology companies like Uber to comply with different rules in a large number of counties or cities is unrealistic, undesirable for their consumers, and harmful to economic growth. We witnessed the attempts by the Metropolitan Taxicab Commission in St. Louis to oppose new technology and prevent Uber and Lyft from operating in the city in a blatant attempt to protect the previously dominant taxicab interests in St. Louis from competition.¹ That type of local governmental abuse cannot be allowed to happen with autonomous vehicles.

From an economic perspective, AVs present an opportunity for economic growth by lowering the cost of safe, high-quality transportation and making more efficient use of our motor vehicle capital stock. AVs don't circle the lot five times looking for the perfect parking space. They don't drink and drive or get angry at the person who cut them off. Most importantly, they get in accidents at a substantially lower rate than other cars.²

The enhanced mobility autonomous vehicles could provide has the potential to benefit Missouri's cities by making them easier places to get around. In both Kansas City and Saint Louis, population

density is low compared to other major cities, and destinations are spread across a wide geographic area.³ Low population density, dispersed employment, and population clusters make it difficult for public transportation agencies to provide service that is a feasible alternative to personal vehicles.⁴ Autonomous vehicles are perfect for automobile-oriented environments and provide on-demand service, which may allow them to more effectively compete with personal cars and complement urban transit systems. Such an advantage can be critical for urban entertainment districts, because customers are more likely to patronize those areas if a convenient, safe, and affordable alternative to personal vehicles exists.⁵ Furthermore, with increased non-personal vehicle mobility, dense urban environments may become a more appealing place to live or set up a business.

Autonomous vehicles will benefit the suburban and rural parts of the state as well. People often drive more miles on average in those areas, and the increased safety of AVs will be vital. The author recalls “Blood Alley” in Jefferson County in the 1980s. A safer driving option in rural Missouri will save lives.

Autonomous vehicles provide an opportunity for increased mobility, improved safety, and greater transportation choice throughout Missouri. What’s more, they do it through consumer choice and private investment. HB 2069 is an appropriate and concise bill designed to guarantee their legal use in Missouri once the various systems meet certain qualifications.

NOTES

1. Lindsay Toler, “St. Louis Is Still Having Trouble Getting Rides from Uber, But That’s Changing,” Riverfront Times (October 2010), http://blogs.riverfronttimes.com/dailyrft/2014/10/st_louis_is_still_having_trouble_getting_rides_from_uber_but_that_should_change_soon.php.
2. Kusano KD, Scanlon JM, Chen YH, McMurry TL, Chen R, Gode T, Victor T. Comparison of Waymo rider-only crash data to human benchmarks at 7.1 million miles. *Traffic Inj Prev* 2024;25(sup1):S66–S77. doi: 10.1080/15389588.2024.2380786. Epub 2024 Nov 1. PMID: 39485678.
3. U.S. Census Bureau, “Patterns of Metropolitan and Micropolitan Population Change: 2000 to 2010,” http://www.census.gov/population/metro/data/pop_pro.html.
4. Robert Cervero and Erick Guerra, “Urban Densities and Transit: A Multi-dimensional Perspective.” Institute of Transportation Studies, University of California–Berkeley. 2011. Available at: <http://www.reconnectingamerica.org/assets/Uploads/201109DensityUCBITSVWP.pdf>.
5. Jean-Paul Rodrigue and Theo Notteboom, “Transportation and Economic Development,” The Geography of Transport Systems <https://transportgeography.org/contents/chapter3/transportation-and-economic-development>.



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WITNESS NAME		
REGISTERED LOBBYIST:		
WITNESS NAME: GARY HOLLIS	PHONE NUMBER: 904-608-6570	
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WITNESS NAME		
BUSINESS/ORGANIZATION:		
WITNESS NAME: HOPE LEDFORD		PHONE NUMBER:
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WITNESS NAME		
REGISTERED LOBBYIST:		
WITNESS NAME: JACQUELINE BARDGETT	PHONE NUMBER: 573-634-8760	
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WITNESS NAME		
BUSINESS/ORGANIZATION:		
WITNESS NAME: JEFF FARAH	PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME: AUTONOMOUS VEHICLE INDUSTRY ASSOCIATION	TITLE: CHIEF EXECUTIVE OFFICER	
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EMAIL: jeff@theavindustry.org	ATTENDANCE: Written	SUBMIT DATE: 1/12/2026 12:19 PM

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Dear Chair Christ and Members of the Emerging Issues Committee,

The Autonomous Vehicle Industry Association (“AVIA”) writes to express strong support for HB 2069, which would expressly enable the safe operation of autonomous vehicles (“AVs”) in Missouri and bring the numerous safety, workforce, and economic benefits of AVs to the state. Passing this bill will allow Missouri to join the majority of states that have recognized the significant benefits of AVs by enacting legislation expressly enabling driverless AV operation.

By way of background, AVIA is comprised of the world’s leading technology, ridesharing, trucking, and automotive companies. Our mission is to realize the benefits of autonomous vehicles (i.e., SAE Levels 4 and 5-capable vehicles) and support the safe and expeditious deployment of these technologies. Vehicles operated by AVIA members have driven more than 145 million autonomous miles on public roads in the U.S. alone and have a tremendous safety record that is supported by data collected by the federal government.

As recognized by this bill, AVs have incredible safety, mobility, and efficiency benefits, and the ongoing deployment of AVs is demonstrating how AVs will save lives and change the way we move. The National Highway Traffic Safety Administration (“NHTSA”) estimates that nearly 40,000 traffic deaths occurred in 2024, which is roughly equivalent to a plane crash every day in our country. Missouri alone saw over 900 traffic fatalities in 2024. These fatality numbers reveal a pattern of increasingly unsafe driving that is occurring in Missouri and across the country, and they reflect an unacceptable status quo when it comes to safety on our roadways.

Human behavior is a contributing factor to the overwhelming majority of crashes. AVs are well positioned to combat the trend of unsafe driving that has persisted for years on U.S. roads because they have unparalleled visibility of the world around them as a result of advanced technologies that work in concert to form the automated driving system, which is the “brain” that drives the vehicle. The combination of these systems leads to quicker decisions with many more inputs than a human driver. AVs also have a 360-degree field of vision which can detect, track, and react to objects and people even when they are hidden from human perception due to vehicles, buildings, and other obstructions. Importantly, unlike human drivers, AVs do not drive drunk, text while driving, fall asleep at the wheel, or recklessly speed.

Moreover, AVs have built a significant safety record through more than a dozen years of development

and deployment, and AVs are safely operating without a human driver in states across the country. This safety record is supported by data collected by the federal government, which requires AV companies to report crashes—regardless of who caused the crash—that occur while an automated driving system is engaged. Furthermore, as the industry reaches miles-driven milestones, companies are releasing compelling safety studies to show how the vehicles are making roads safer.

In addition to enhancing safety, the enactment of HB 2069 will create new jobs for Missouri workers. The AV industry is currently leveraging the existing workforce to create new roles for different education and skill levels. Many of the jobs created will not require a college degree, such as service technicians, remote assistance operators, mapping data collectors, delivery packers, and many others to support AV operations. Workers with experience in the trucking industry specifically, particularly as truck drivers, offer valuable skills to AV trucking employers. Make no mistake: America's truck drivers and autonomous trucks will coexist and thrive together in the future. Federal government data shows our country must move 50% more freight by 2050. Unfortunately, the U.S. trucking industry is short of an estimated 78,000 truck drivers, and this shortage is estimated to double by 2031. Missouri must find ways to move more freight with fewer truck drivers to do it. We believe autonomous trucks are one part of the suite of solutions and that autonomous trucks will augment the important work that truck drivers do for our country.

In addition to offering these safety and workforce benefits, AVs are also well positioned to reduce traffic congestion, improve environmental quality, and advance transportation efficiency. In particular, autonomous heavy-duty vehicles that operate in interstate commerce will increase the safety and efficiency of freight movement. According to a study funded by the U.S. Department of Transportation and Federal Highway Administration, automating long-haul trucking will spur \$111 billion in aggregate investment spending across the U.S. economy, increase total U.S. employment by 26,400 to 35,100 jobs per year on average, and raise annual earnings for all U.S. workers by more than \$200 per worker per year.

AVs offer great opportunities, but a framework that allows for the driverless deployment of the technology is necessary to realize these benefits. AVIA supports HB 2069 because it would provide such a framework to deploy AVs in Missouri in a safe manner, while establishing a pro-competitive and level playing field for entities seeking to safely test and deploy AVs in the state.

AV technology is here today, and if Missouri does not act now, it risks being left behind as the technology continues to be deployed. 26 states have laws that expressly authorize AV deployment, including most states surrounding Missouri. The reality is that AV companies cannot make capital investments in the state unless legislation authorizing AVs is passed. For these reasons, AVIA strongly encourages you to pass HB 2069.

Sincerely,
Jeff Farrah
Chief Executive Officer
Autonomous Vehicle Industry Association



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WITNESS NAME		
REGISTERED LOBBYIST:		
WITNESS NAME: JEROD BREIT	PHONE NUMBER: 314-803-1501	
REPRESENTING: MADD	TITLE:	
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EMAIL:	ATTENDANCE:	SUBMIT DATE: 1/12/2026 12:00 AM
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WITNESS NAME	
REGISTERED LOBBYIST:	
WITNESS NAME: JEWELL PATEK	PHONE NUMBER: 573-690-3573
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	SUBMIT DATE: 1/12/2026 3:02 PM

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The Alliance for Automotive Innovation (Auto Innovators) appreciates the opportunity to express our support for HB 2208 and HB 2069. This bill would establish a legal framework that supports the full deployment of AVs and will better equip Missouri's residents, businesses, transportation system, and law enforcement to take advantage of the benefits presented by this technology.



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WITNESS NAME		
BUSINESS/ORGANIZATION:		
WITNESS NAME: LARA DAILEY		PHONE NUMBER: 650-408-7525
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WITNESS NAME		
BUSINESS/ORGANIZATION:		
WITNESS NAME: LORI BECKER	PHONE NUMBER: 314-588-7090	
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EMAIL:	ATTENDANCE:	SUBMIT DATE: 1/12/2026 12:00 AM
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WITNESS NAME		
REGISTERED LOBBYIST:		
WITNESS NAME: MO CHAMBER OF COMMERCE & INDUSTRY	PHONE NUMBER:	
REPRESENTING:	TITLE:	
ADDRESS:		
CITY:	STATE: MO	ZIP:
EMAIL:	ATTENDANCE:	SUBMIT DATE: 1/12/2026 12:00 AM
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WITNESS NAME		
REGISTERED LOBBYIST:		
WITNESS NAME: TIM BRINKER	PHONE NUMBER: 636-667-7113	
REPRESENTING: GREATER STL INC.	TITLE:	
ADDRESS: 211 N. BROADWAY		
CITY: ST. LOUIS	STATE: MO	ZIP: 63102
EMAIL:	ATTENDANCE:	SUBMIT DATE: 1/12/2026 12:00 AM
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WITNESS NAME		
BUSINESS/ORGANIZATION:		
WITNESS NAME: CINDY KNITTIG		PHONE NUMBER: 314-209-0018
BUSINESS/ORGANIZATION NAME: TEAMSTERS LOCAL 610		TITLE: REPRESENTATIVE
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CITY: MARYLAND HEIGHTS		STATE: MO
EMAIL:		ZIP: 63034
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WITNESS NAME	
BUSINESS/ORGANIZATION:	
WITNESS NAME: JACOB HUMMEL	PHONE NUMBER: 573-634-2115
BUSINESS/ORGANIZATION NAME: MISSOURI AFL-CIO	TITLE: PRESIDENT
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ZIP: 65101	
EMAIL: mattroesser@moaflcio.org	ATTENDANCE: Written
SUBMIT DATE: 1/12/2026 9:48 AM	

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Honorable Representatives of the Committee,

The Missouri AFL-CIO, the voice for working Missourians, respectfully opposes House Bill 2069. This bill directly threatens jobs in transportation, delivery, and commercial driving. By designating the automated driving system as the “driver,” the bill eliminates the need for licensed human operators and undermines worker protections tied to driver status, including training standards, accountability, and employment classification. The bill also preempts local governments from regulating, taxing, or restricting autonomous vehicles, limiting the ability of cities and counties to protect local jobs, impose labor standards, or address workforce displacement. Additionally, allowing on-demand autonomous vehicle networks under the same framework as taxis and for-hire services creates unfair competition for unionized and traditional drivers without requiring equivalent labor, wage, or benefit standards. Overall, the legislation prioritizes rapid industry expansion and corporate flexibility over job security, worker safety, and the economic stability of workers whose livelihoods depend on driving-related occupations.

The Missouri AFL-CIO respectfully urges a “No” vote on House Bill 2069.

Jacob Hummel
President
Missouri AFL-CIO



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WITNESS NAME		
BUSINESS/ORGANIZATION:		
WITNESS NAME: JOE WIDMER	PHONE NUMBER: 816-536-7512	
BUSINESS/ORGANIZATION NAME: FREEDOM OF ROADRIDER's INC	TITLE: LEGISLATIVE COORDINATOR	
ADDRESS: 2319 HEIDE LANE		
CITY: NAPOLEON	STATE: MO	ZIP: 64074
EMAIL:	ATTENDANCE:	SUBMIT DATE: 1/12/2026 12:00 AM
THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.		



MISSOURI HOUSE OF REPRESENTATIVES
WITNESS APPEARANCE FORM

BILL NUMBER: HB 2069		DATE: 1/12/2026
COMMITTEE: Emerging Issues		
TESTIFYING: <input type="checkbox"/> IN SUPPORT OF <input checked="" type="checkbox"/> IN OPPOSITION TO <input type="checkbox"/> FOR INFORMATIONAL PURPOSES		
WITNESS NAME		
INDIVIDUAL:		
WITNESS NAME: KEVIN HERTEL		PHONE NUMBER:
BUSINESS/ORGANIZATION NAME:		TITLE:
ADDRESS:		
CITY:		STATE: ZIP:
EMAIL:	ATTENDANCE:	SUBMIT DATE: 1/12/2026 12:00 AM
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TESTIFYING: <input type="checkbox"/> IN SUPPORT OF <input checked="" type="checkbox"/> IN OPPOSITION TO <input type="checkbox"/> FOR INFORMATIONAL PURPOSES		
WITNESS NAME		
REGISTERED LOBBYIST:		
WITNESS NAME: RANDY ALBERHASKY	PHONE NUMBER: 417-865-4444	
REPRESENTING: MISSOURI ASSOCIATION OF TRIAL ATTORNEYS	TITLE:	
ADDRESS: 240 EAST HIGH STREET, SUITE 300		
CITY: JEFFERSON CITY	STATE: MO	ZIP: 65101
EMAIL:	ATTENDANCE:	SUBMIT DATE: 1/12/2026 12:00 AM
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TESTIFYING: <input type="checkbox"/> IN SUPPORT OF <input checked="" type="checkbox"/> IN OPPOSITION TO <input type="checkbox"/> FOR INFORMATIONAL PURPOSES	
WITNESS NAME	
BUSINESS/ORGANIZATION:	
WITNESS NAME: THOMAS MULLINS	PHONE NUMBER: 314-651-9465
BUSINESS/ORGANIZATION NAME: TEAMSTERS LOCAL 610	TITLE: RECORDING SECRETARY
ADDRESS: 11472 SCHENK DR	STATE: MO
CITY: ST. LOUIS	ZIP: 63034
EMAIL:	ATTENDANCE:
	SUBMIT DATE: 1/12/2026 12:00 AM
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WITNESS NAME		
REGISTERED LOBBYIST:		
WITNESS NAME: TONY SHEPHERD	PHONE NUMBER: 636-240-5009	
REPRESENTING: ABATE FOR MISSOURI	TITLE:	
ADDRESS: 500 HWY P		
CITY: O FALLON	STATE: MO	ZIP: 63366
EMAIL:	ATTENDANCE:	SUBMIT DATE: 1/12/2026 12:00 AM
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WITNESS NAME		
REGISTERED LOBBYIST:		
WITNESS NAME: BRANDON KOCH	PHONE NUMBER: 573-893-4241	
REPRESENTING: MISSOURI INSURANCE COALITION	TITLE:	
ADDRESS: 220 E. HIGH ST. STE B		
CITY: JEFF CITY	STATE: MO	ZIP: 65101
EMAIL:	ATTENDANCE:	SUBMIT DATE: 1/12/2026 12:00 AM
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WITNESS NAME		
REGISTERED LOBBYIST:		
WITNESS NAME: LAURA HOLLOWAY	PHONE NUMBER: 573-635-9134	
REPRESENTING: MISSOURI MUNICIPAL LEAGUE	TITLE:	
ADDRESS: 1727 SOUTHRIDGE DR.		
CITY: JEFFERSON CITY	STATE: MO	ZIP: 65101
EMAIL:	ATTENDANCE:	SUBMIT DATE: 1/12/2026 12:00 AM
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MISSOURI HOUSE OF REPRESENTATIVES
WITNESS APPEARANCE FORM

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COMMITTEE: Emerging Issues		
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WITNESS NAME		
REGISTERED LOBBYIST:		
WITNESS NAME: SHANON HAWK	PHONE NUMBER: 573-659-6704	
REPRESENTING: MUNICIPAL LEAGUE OF METRO ST. LOUIS	TITLE:	
ADDRESS: 101 E. HIGH ST., 1ST FL		
CITY: JC	STATE: MO	ZIP: 65101
EMAIL:	ATTENDANCE:	SUBMIT DATE: 1/12/2026 12:00 AM
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