

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. No.: 5578S.01I
Bill No.: SB 1050
Subject: Motor Vehicles
Type: Original
Date: January 25, 2026

Bill Summary: This proposal creates new provisions governing 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)

*\$167,379 of the costs in FY 2027 are due to required system changes for DOR which could be avoided with a delayed effective date.

ESTIMATED NET EFFECT ON OTHER STATE FUNDS

FUND AFFECTED	FY 2027	FY 2028	FY 2029
State Road Fund (1320)	\$0 to (\$149,947)	\$0 to (\$182,881)	\$0 to (\$185,886)
Total Estimated Net Effect on Other State Funds	\$0 to (\$149,947)	\$0 to (\$182,881)	\$0 to (\$185,886)

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 All 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
State Road Fund	0 to 2 FTE	0 to 2 FTE	0 to 2 FTE
Total Estimated Net Effect on FTE	1 to 3 FTE	1 to 3 FTE	1 to 3 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	\$0	\$0	\$0

FISCAL ANALYSIS

ASSUMPTION

§301.4100 – Automated Vehicle Provisions

Officials from the **Missouri Department of Transportation (MoDOT)** assume this proposal would require MoDOT to regulate autonomous vehicles. This would include drafting rules and managing a law enforcement plan for each autonomous vehicle. Most state DOTs with an autonomous vehicle plan have at least 2 dedicated autonomous vehicle staff. MoDOT expects to require 0 to 2 additional positions to manage the responsibilities of such a program. The initial demand is expected to be lower as the program takes off but will likely greatly increase as the technology advances.

Oversight does not have information to the contrary and therefore, Oversight will reflect the estimates of 0 to 2 FTE as provided by MoDOT.

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 (MVB) 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. If the increase is more significant than anticipated and unable to be absorbed by existing staff, additional FTE may be requested through the routine appropriations process. 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.

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

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

DO notes OA-ITSD services will be required at a cost of **\$167,379** in FY 2027 (1,594 hours x \$10 per hour).

FUSION Impact

DOR notes 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 (Senate Bill 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 **Department of Commerce and Insurance (DCI)** assume this bill amends RSMo 301 to include the new §301.4100, which creates provisions for automated cars. This bill includes the requirements for the operation of autonomous vehicles on public roads, responsibilities of owners in the event of a collision, and exemptions for necessary motor vehicle equipment for fully autonomous vehicles that operate exclusively by the automated driving system.

The department believes the costs of this bill can be absorbed within their current appropriations. However, should the cost exceed the anticipated amount, the department would request an increase to their FTE and/or appropriations as appropriate through the budget process.

Oversight assumes DCI is provided with core funding to handle a certain amount of activity each year. Oversight assumes DCI could absorb the costs related to this proposal. If multiple bills pass which require additional staffing and duties at substantial costs, DCI could request funding through the appropriation process.

Officials from the **City of Osceola** assume there will be a fiscal impact from this proposal; however, they did not indicate what that impact would be.

Officials from the **Missouri Highway Patrol** and **City of Kansas City** 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 these agencies.

Oversight only reflects the responses that we have received from state agencies and political subdivisions; however, other local political subdivisions 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.

<u>FISCAL IMPACT – State Government</u>	FY 2027 (10 Mo.)	FY 2028	FY 2029
GENERAL REVENUE			
Cost – DOR (<u>§301.4100</u>) p.4			
Personal Services	(\$35,794)	(\$43,812)	(\$44,688)
Fringe Benefits	(\$28,010)	(\$33,957)	(\$34,310)
Expense and Equipment	(\$13,074)	\$0	\$0
Total Cost – DOR	(\$76,878)	(\$77,769)	(\$78,998)
Total FTE Change – DOR	1 FTE	1 FTE	1 FTE
Cost - DOR (<u>§301.4100</u>) – FUSION p.4	(\$225,000)	\$0	\$0
Cost - DOR (<u>§301.4100</u>) – OA-ITSD p.4	(\$167,379)	\$0	\$0
ESTIMATED NET EFFECT ON GENERAL REVENUE	<u>(\$469,257)</u>	<u>(\$77,769)</u>	<u>(\$78,998)</u>
Estimated Net FTE Change on General Revenue	1 FTE	1 FTE	1 FTE
STATE ROAD FUND (1320)			
Cost – MoDOT (<u>§301.4100</u>) p.3	\$0 to ...	\$0 to ...	\$0 to ...
Personal Service	(\$87,520)	(\$107,124)	(\$109,267)
Fringe Benefits	(\$62,427)	(\$75,757)	(\$76,619)
Total Costs – MoDOT	(\$149,947)	(\$182,881)	(\$185,886)
Total FTE Change – MoDOT	0 to 2 FTE	0 to 2 FTE	0 to 2 FTE
ESTIMATED NET EFFECT ON THE STATE ROAD FUND (1320)	<u>\$0 to (\$149,947)</u>	<u>\$0 to (\$182,881)</u>	<u>\$0 to (\$185,886)</u>
Estimated Net FTE Change on the State Road Fund	0 to 2 FTE	0 to 2 FTE	0 to 2 FTE

<u>FISCAL IMPACT – Local Government</u>	FY 2027 (10 Mo.)	FY 2028	FY 2029
	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

FISCAL IMPACT – Small Business

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

FISCAL DESCRIPTION

This act establishes new provisions governing the usage of autonomous vehicles.

Any person may operate a fully autonomous vehicle on the public roads of this state without a human driver provided that the automated driving system is engaged and the vehicle meets the following conditions:

- If a failure of the automated driving system occurs that renders that system unable to perform the entire dynamic driving task relevant to its intended operational design domain, the fully autonomous vehicle will achieve a minimal risk condition, as that term is defined in the act;
- The fully autonomous vehicle is capable of operating in compliance with the applicable traffic and motor vehicle safety laws and regulations of this state when reasonable to do so, unless an exemption has been granted by the Department of Transportation; and
- When required by federal law, the vehicle bears the required manufacturer's certification label indicating that at the time of its manufacture it has been certified to be in compliance with all applicable federal motor vehicle safety standards, including reference to any exemption granted by the National Highway Traffic Safety Administration.

Before operating a fully autonomous vehicle on public roads in this state without a human driver, a person shall submit proof of financial responsibility satisfactory to the Department of Commerce and Insurance that the fully autonomous vehicle is covered by insurance or proof of self-insurance that satisfies state law. Furthermore, each fully autonomous vehicle shall be properly registered and titled in accordance with state law.

Additional provisions are included relating to the operation of commercial motor vehicles that are fully autonomous vehicles and on-demand autonomous vehicle networks.

A fully autonomous vehicle that is designed to be operated exclusively by the automated driving system for all trips is not subject to motor vehicle equipment laws or regulations of this state that relate to or support motor vehicle operation by a human driver seated in the vehicle and are not relevant for an automated driving system.

No state agency, political subdivision, municipality, or local entity may prohibit the operation of fully autonomous vehicles, automated driving systems, or on-demand autonomous vehicle networks, or otherwise enact or keep in force rules or ordinances that would impose taxes, fees, or other requirements, including performance standards, specific to the operation of fully

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autonomous vehicles, automated driving systems, or on-demand autonomous vehicle networks in addition to the requirements of this act.

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

Missouri Department of Transportation

Department of Revenue

Missouri Highway Patrol

Department of Commerce and Insurance

City of Kansas City

City of Osceola



Julie Morff

Director

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Jessica Harris

Assistant Director

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