

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. No.: 1104H.02I
Bill No.: HB 592
Subject: Roads and Highways; Transportation
Type: Original
Date: January 20, 2021

Bill Summary: This proposal allows personal delivery devices to operate on sidewalks and roadways.

FISCAL SUMMARY

ESTIMATED NET EFFECT ON GENERAL REVENUE FUND			
FUND AFFECTED	FY 2022	FY 2023	FY 2024
Total Estimated Net Effect on General Revenue	\$0	\$0	\$0

ESTIMATED NET EFFECT ON OTHER STATE FUNDS			
FUND AFFECTED	FY 2022	FY 2023	FY 2024
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 2022	FY 2023	FY 2024
Total Estimated Net Effect on <u>All</u> Federal Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON FULL TIME EQUIVALENT (FTE)			
FUND AFFECTED	FY 2022	FY 2023	FY 2024
Total Estimated Net Effect on FTE	0	0	0

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

ESTIMATED NET EFFECT ON LOCAL FUNDS			
FUND AFFECTED	FY 2022	FY 2023	FY 2024
Local Government	\$0 or (Unknown)	\$0 or (Unknown)	\$0 or (Unknown)

FISCAL ANALYSIS

ASSUMPTION

Officials from the **Department of Commerce and Insurance, Department of Revenue, Missouri Department of Transportation and Missouri Highway Patrol** 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.

Officials from the **City of St. Louis and City of Tipton** each assume the proposal will have no fiscal impact on their respective organizations.

Officials from the **City of Kansas City** assume this proposal could have a negative fiscal impact on Kansas City in an indeterminate amount. The City would lose revenue if businesses use or intend to use automated robot vehicles and Kansas City is not allowed to tax and regulate such devices.

Officials from the **City of Springfield** anticipate a possible negative impact from this bill due to wear and tear on sidewalks without an ability to recoup costs through licensing fees and the possible cost of defending lawsuits if a pedestrian or property is damaged on City sidewalks.

Based on the responses above, **Oversight** will reflect a \$0 or (Unknown) impact to local political subdivisions.

Oversight only reflects the responses that we have received from state agencies and political subdivisions; however, other cities and counties were requested to respond to this proposed legislation but did not. A general listing of political subdivisions included in our database is available upon request.

<u>FISCAL IMPACT –</u> <u>State Government</u>	FY 2022 (10 Mo.)	FY 2023	FY 2024
	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

<u>FISCAL IMPACT – Local Government</u>	FY 2022 (10 Mo.)	FY 2023	FY 2024
LOCAL POLITICAL SUBDIVISIONS			
<u>Cost - inability to tax or regulate personal delivery devices</u>	<u>\$0 or (Unknown)</u>	<u>\$0 or (Unknown)</u>	<u>\$0 or (Unknown)</u>
ESTIMATED NET EFFECT ON LOCAL POLITICAL SUBDIVISIONS	<u>\$0 or (Unknown)</u>	<u>\$0 or (Unknown)</u>	<u>\$0 or (Unknown)</u>

FISCAL IMPACT – Small Business

Small delivery businesses could be impacted by this proposal.

FISCAL DESCRIPTION

This bill sets out the requirements for and prohibitions against the operation and use of a personal delivery device.

A "personal delivery device" is defined as a powered device operated primarily on sidewalks and crosswalks and intended primarily for the transport of property on public rights-of-way, and is capable of navigating with or without the active control or monitoring of a natural person.

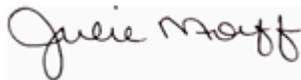
The bill allows a personal delivery device to operate on any county or municipal sidewalk, crosswalk or roadway as long as the device does not interfere with motor vehicles, traffic, or block a public right-of-way. A personal delivery device shall have all of the rights and responsibilities as a pedestrian, must display a unique identifying number, and be equipped to identify the personal delivery device operator. When operating on a sidewalk or crosswalk the device's maximum speed is 10 miles per hour and must be equipped with front and rear lighting.

The bill requires each personal delivery device operator to maintain a general liability coverage insurance policy of at least \$100,000 for damages arising from the combined operations of personal delivery devices under a personal delivery device operator's control. A personal delivery device shall not transport hazardous material as specified in the bill.

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 Commerce and Insurance
Missouri Department of Transportation
Department of Revenue
Missouri Highway Patrol
City of Kansas City
City of Springfield
City of St. Louis
City of Tipton



Julie Morff
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January 20, 2021



Ross Strobe
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January 20, 2021