

COMMITTEE ON LEGISLATIVE RESEARCH  
OVERSIGHT DIVISION

**FISCAL NOTE**

L.R. No.: 1104H.03C  
Bill No.: HCS for HB 592  
Subject: Roads and Highways; Transportation  
Type: Original  
Date: February 19, 2021

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

**FISCAL SUMMARY**

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

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

Numbers within parentheses: () indicate costs or losses.

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

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

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

<b>ESTIMATED NET EFFECT ON LOCAL FUNDS</b>			
<b>FUND AFFECTED</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>
<b>Local Government</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**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.

In response to a previous version, officials from the **City of St. Louis** and **City of Tipton** each assumed the proposal would have no fiscal impact on their respective organizations.

Officials from the **City of Kansas City, City of Corder, City of Hughesville and City of Claycomo** each assume the proposal will have no fiscal impact on their respective organizations.

Officials from the **City of Springfield** state they anticipate a possible negative impact from this bill due to wear and tear on sidewalks and the possible cost of defending lawsuits if a pedestrian or property is damaged on City sidewalks. While this draft of the bill requires insurance of \$100,000, damages could easily exceed that for personal injury.

Oversight assumes the proposal would not have a direct fiscal 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 – State Government</u>	FY 2022 (10 Mo.)	FY 2023	FY 2024
	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>

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

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.

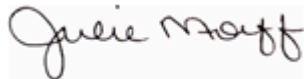
The bill allows a personal delivery device to operate on any county or municipal sidewalk, crosswalk or roadway as long as the device does not interfere with motor vehicles, traffic, or block a public right-of-way. A personal delivery device shall have all of the rights and responsibilities as a pedestrian, 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.

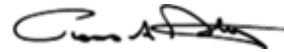
This legislation is not federally mandated, would not duplicate any other program and would not require additional capital improvements or rental space.

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  
City of Corder  
City of Hughesville  
City of Claycomo



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February 19, 2021



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