

SECOND REGULAR SESSION

# HOUSE BILL NO. 2271

## 99TH GENERAL ASSEMBLY

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INTRODUCED BY REPRESENTATIVE REIBOLDT.

5520H.011

D. ADAM CRUMBLISS, Chief Clerk

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### AN ACT

To amend chapter 304, RSMo, by adding thereto one new section relating to automated motor vehicle operation in the state of Missouri.

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*Be it enacted by the General Assembly of the state of Missouri, as follows:*

Section A. Chapter 304, RSMo, is amended by adding thereto one new section, to be  
2 known as section 304.900, to read as follows:

**304.900. 1. Notwithstanding any other provision of law to the contrary, the**  
2 **provisions in this section shall apply to the operation of automated motor vehicles on the**  
3 **public highways of this state.**

4 **2. As used in this section, the following terms mean:**

5 **(1) "Automated driving system", the hardware and software that are collectively**  
6 **capable of performing all aspects of the dynamic driving task for a vehicle on a part-time**  
7 **or full-time basis without any supervision by a human operator;**

8 **(2) "Automated motor vehicle", a motor vehicle on which an automated driving**  
9 **system has been installed, either by a manufacturer of automated driving systems or an**  
10 **upfitter, that enables the motor vehicle to be operated without any control or monitoring**  
11 **by a human operator. Automated motor vehicle does not include a motor vehicle enabled**  
12 **with one or more active safety systems or operator assistance systems including, but not**  
13 **limited to, a system to provide electronic blind spot assistance, crash avoidance, emergency**  
14 **braking, parking assistance, adaptive cruise control, lane-keeping assistance, lane**  
15 **departure warning, or traffic jam and queuing assistance, unless one or more of these**  
16 **technologies alone or in combination with other systems enable the vehicle on which any**

EXPLANATION — Matter enclosed in bold-faced brackets [thus] in the above bill is not enacted and is intended to be omitted from the law. Matter in **bold-face** type in the above bill is proposed language.

17 active safety systems or operator assistance systems are installed to operate without any  
18 control or monitoring by the operator;

19 (3) "Automated technology", technology installed on a motor vehicle that has the  
20 capability to assist, make decisions for, or replace a human operator;

21 (4) "Dynamic driving task", includes all of the following:

22 (a) Operational aspects including, but not limited to, steering, braking,  
23 accelerating, and monitoring the vehicle and the roadway;

24 (b) Tactical aspects including, but not limited to, responding to events, determining  
25 when to change lanes, turning, using signals, and other related actions;

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27 "Dynamic driving task" does not include strategic aspects of a driving task including, but  
28 not limited to, determining destinations or way points;

29 (5) "Manufacturer of automated driving systems", a manufacturer or  
30 subcomponent system producer recognized by the department of revenue that develops or  
31 produces automated driving systems or automated vehicles;

32 (6) "Upfitter", a person who modifies a motor vehicle after it was manufactured  
33 by installing an automated driving system in such motor vehicle to convert it to an  
34 automated motor vehicle. "Upfitter" includes a subcomponent system producer recognized  
35 by the department of revenue that develops or produces automated driving systems.

36 3. Before beginning research or testing of an automated motor vehicle, technology  
37 that allows a motor vehicle to operate without a human operator, or any automated driving  
38 system installed in a motor vehicle under this section on a public road, street, highway, or  
39 bridge in this state, the manufacturer of automated driving systems or upfitter performing  
40 the research or testing shall submit proof satisfactory to the department of revenue that  
41 the vehicle is insured in an amount or amounts determined by the department of revenue.

42 4. An automated motor vehicle may be operated on any public road, street,  
43 highway, or bridge in this state.

44 5. An automated driving system allowing for operation without a human operator,  
45 when engaged, shall be considered the driver or operator of a vehicle for purposes of  
46 determining conformance to any applicable state or local traffic or motor vehicle laws and  
47 shall be deemed to satisfy electronically all physical acts required by a driver or operator  
48 of the vehicle.

49 6. (1) There is hereby created the "Automated Vehicle Safety Advisory  
50 Committee" under the department of transportation. The committee shall consist of the  
51 following members, who shall serve without compensation:

52 (a) The director of the department of transportation or his or her designee;

53 (b) The director of the department of economic development or his or her designee;

54 (c) The director of the department of insurance, financial institutions and  
55 professional registration or his or her designee;

56 (d) The director of the department of revenue or his or her designee;

57 (e) The superintendent of the Missouri state highway patrol or his or her designee;

58 (f) At least eleven members, appointed by the governor, who represent local  
59 government, local law enforcement, the governor's office, automated vehicle policy and  
60 research, technological leaders in future mobility, the automobile industry, and the  
61 trucking industry;

62 (g) At least two members of the house of representatives, appointed by the speaker  
63 of the house. Both members shall serve on the house transportation committee with one  
64 being from the majority party and one from the minority party; and

65 (h) At least two members of the senate, appointed by the president pro tempore of  
66 the senate. Both members shall serve on the senate transportation committee with one  
67 selected from the majority party and one from the minority party.

68 (2) The governor shall designate one or more of the members of the committee to  
69 serve as chair of the committee, who shall serve at the governor's pleasure.

70 (3) The committee shall meet no less than quarterly.

71 7. The committee created under subsection 6 shall submit its report and  
72 recommendations for statewide policy changes and updates that would prepare the public  
73 highways of this state for the operation of automated motor vehicles and automated driving  
74 systems no later than December 31, 2018, and shall continue to submit reports annually  
75 thereafter, or more frequently at the committee's discretion.

76 8. (1) The manufacturer of a motor vehicle is not liable and shall be dismissed from  
77 any action for alleged damages resulting from any of the following unless the defect from  
78 which the damages resulted was present in the vehicle when it was manufactured:

79 (a) The conversion or attempted conversion of the vehicle into an automated motor  
80 vehicle by another person;

81 (b) The installation of equipment in the vehicle by another person to convert it into  
82 an automated motor vehicle; or

83 (c) The modification by another person of equipment that was installed by the  
84 manufacturer in a vehicle specifically for using the vehicle in automatic mode.

85 (2) A subcomponent system producer is not liable in a product liability action for  
86 damages resulting from the modification of equipment installed by the subcomponent  
87 system producer to convert a vehicle to an automated motor vehicle unless the defect from

88 **which the damages resulted was present in the equipment when it was installed by the**  
89 **subcomponent system producer.**

90 **(3) A motor vehicle mechanic or a motor vehicle repair facility that repairs an**  
91 **automated motor vehicle according to specifications from the manufacturer of the**  
92 **automated motor vehicle is not liable in a product liability action for damages resulting**  
93 **from the repairs.**

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