

HCS HB 2290 -- PERSONAL DELIVERY DEVICES

SPONSOR: Fitzwater

COMMITTEE ACTION: Voted "Do Pass with HCS" by the Standing Committee on Downsizing State Government by a vote of 6 to 0.

The following is a summary of the House Committee Substitute for HB 2290.

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 that does not exceed 750 pounds, including cargo, 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.

The following is a summary of the public testimony from the committee hearing. The testimony was based on the introduced version of the bill.

PROPONENTS: Supporters say that Missouri is trying to be forward-thinking by staying ahead of the game. This is potentially a new and inventive way to make deliveries in tight spaces, like alleys and narrow streets.

Testifying for the bill were Representative Fitzwater; Jennie Massey, Amazon; and City Of St. Louis.

OPPONENTS: There was no opposition voiced to the committee.

OTHERS: Others testifying on the bill say the 200 pound weight limit should be increased to accommodate heavier cargo.

Testifying on the bill was Fedex Corporation.