

FIRST REGULAR SESSION

HOUSE BILL NO. 1166

103RD GENERAL ASSEMBLY

INTRODUCED BY REPRESENTATIVE MAYHEW.

1930H.011

JOSEPH ENGLER, Chief Clerk

AN ACT

To amend chapter 304, RSMo, by adding thereto nine new sections relating to autonomous vehicles.

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

Section A. Chapter 304, RSMo, is amended by adding thereto nine new sections, to be known as sections 304.920, 304.923, 304.926, 304.927, 304.928, 304.929, 304.930, 304.931, and 304.932, to read as follows:

304.920. As used in sections 304.920 to 304.932, the following terms mean:

- (1) "Automated driving system", the hardware and software that are collectively capable of performing the entire dynamic driving task on a sustained basis, regardless of whether it is limited to a specific operational design domain;**
- (2) "Dynamic driving task", all of the real-time operational and tactical functions required to operate a vehicle in on-road traffic, excluding the strategic functions such as trip scheduling and selection of destinations and way points, and including, but not limited to:**
 - (a) Lateral vehicle motion control via steering;**
 - (b) Longitudinal motion control via acceleration and deceleration;**
 - (c) Monitoring the driving environment via object and event detection, recognition, classification, and response preparation;**
 - (d) Object and event response execution;**
 - (e) Maneuver planning; and**
 - (f) Enhancing conspicuity via lighting, signaling, and gesturing;**

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.

16 (3) "Dynamic driving task fallback", the response by the person or human
17 driver to either perform the dynamic driving task or achieve a minimal risk condition
18 after occurrence of a dynamic driving task performance-relevant system failure or
19 failures or upon operational design domain exit, or the response by an automated
20 driving system to achieve minimal risk condition, given the same circumstances;

21 (4) "Fully autonomous vehicle", a motor vehicle equipped with an automated
22 driving system designed to function without a human driver as a level 4 or level 5 system
23 under SAE J3016B;

24 (5) "Human driver", a natural person in the vehicle with a valid license to
25 operate a motor vehicle who controls all or part of the dynamic driving task;

26 (6) "Minimal risk condition", a condition to which a person, human driver, or an
27 automated driving system may bring a vehicle after performing the dynamic driving
28 task fallback in order to reduce the risk of a crash when a given trip cannot or should
29 not be completed;

30 (7) "On-demand autonomous vehicle network", a transportation service
31 network that uses a software application or other digital means to dispatch or
32 otherwise enable the prearrangement of transportation with fully autonomous vehicles
33 for purposes of transporting passengers or goods, including for-hire transportation and
34 transportation of passengers or goods for compensation;

35 (8) "Operational design domain", operating conditions under which a given
36 automated driving system is specifically designed to function including, but not limited
37 to environmental, geographical, and time-of-day restrictions, or the requisite presence
38 or absence of certain traffic or roadway characteristics;

39 (9) "Request to intervene", notification by an automated driving system to a
40 human driver that the human driver should promptly begin or resume performance of
41 part or all of the dynamic driving task;

42 (10) "SAE J3016B", the "Taxonomy and Definitions for Terms Related to
43 Driving Automation Systems for On-Road Motor Vehicles", published by SAE
44 International in June 2018.

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

4 (1) If a failure of the automated driving system occurs that renders the system
5 unable to perform the entire dynamic driving task relevant to its intended operational
6 design domain, the fully autonomous vehicle will achieve a minimal risk condition;

7 (2) The fully autonomous vehicle is capable of operating in compliance with the
8 applicable traffic and motor vehicle safety laws and regulations of this state when

9 reasonable to do so unless an exemption has been granted by the department of public
10 safety;

11 (3) When required by federal law, the vehicle bears the required manufacturer's
12 certification label indicating that at the time of its manufacture it has been certified to
13 be in compliance with all applicable Federal Motor Vehicle Safety Standards, including
14 reference to any exemption granted by the National Highway Traffic Safety
15 Administration.

16 2. Prior to operating a fully autonomous vehicle on the public roads of this state
17 without a human driver, a person shall submit a law enforcement plan to the
18 department of public safety that describes:

19 (1) How to communicate with a fleet support specialist who is available during
20 the times the vehicle is in operation;

21 (2) How to safely remove the fully autonomous vehicle from the roadway and
22 steps to safely tow the vehicle;

23 (3) How to recognize whether the fully autonomous is in autonomous mode; and

24 (4) Any additional information the manufacturer or owner deems necessary
25 regarding hazardous conditions or public safety risks associated with the operation of
26 the fully autonomous vehicle.

304.926. 1. When an automated driving system installed on a motor vehicle is
2 engaged:

3 (1) The automated driving system is considered the driver or operator, for the
4 purpose of assessing compliance with applicable traffic or motor vehicle laws and shall
5 be deemed to satisfy electronically all physical acts required by a driver or operator of
6 the vehicle; and

7 (2) The automated driving system is considered to be licensed to operate the
8 vehicle.

9 2. Before operating a fully autonomous vehicle on public roads in this state
10 without a human driver, a person shall submit to the department of revenue proof of
11 financial responsibility, as defined in section 303.020, for the vehicle.

12 3. In the event of a crash:

13 (1) The fully autonomous vehicle shall remain on the scene of the crash when
14 required under section 303.040, consistent with its capability under section 304.923; and

15 (2) The owner of the fully autonomous vehicle, or a person on behalf of the
16 vehicle owner, shall report any crashes or collisions consistent with section 303.040.

304.927. An on-demand autonomous vehicle network shall be permitted to
2 operate pursuant to state laws governing the operation of transportation network
3 companies, taxis, or any other ground transportation for-hire of passengers, with the

4 exception that any provision of this chapter that reasonably applies only to a human
5 driver would not apply to the operation of fully autonomous vehicles with the automated
6 driving system engaged on an on-demand autonomous vehicle network.

304.928. 1. A fully autonomous vehicle shall be properly registered in
2 accordance with chapter 301. If a fully autonomous vehicle is registered in this state, the
3 vehicle shall be identified on the registration as a fully autonomous vehicle.

4 2. A fully autonomous vehicle shall be properly titled in accordance with chapter
5 301. If a fully autonomous vehicle is titled in this state, the vehicle shall be identified on
6 the title as a fully autonomous vehicle.

304.929. 1. A person may operate a motor vehicle equipped with an automated
2 driving system capable of performing the entire dynamic driving task if:

3 (1) Such automated driving system will issue a request to intervene whenever the
4 automated driving system is not capable of performing the entire dynamic driving task
5 with the exception that the person will respond appropriately to such a request; and

6 (2) The automated driving system is capable of being operated in compliance
7 with this chapter when reasonable to do so unless an exemption has been granted by the
8 department of public safety.

9 2. Nothing in sections 304.920 to 304.932 prohibits or restricts a human driver
10 from operating a fully autonomous vehicle equipped with controls that allow for the
11 human driver to control all or part of the dynamic driving task.

304.930. A fully autonomous vehicle that is also a commercial vehicle as defined
2 in section 301.010 may operate pursuant to state laws governing the operation of
3 commercial motor vehicles, except that any provision that by its nature reasonably
4 applies only to a human driver does not apply to such a vehicle operating with the
5 automated driving system engaged.

304.931. A fully autonomous vehicle that is designed to be operated exclusively
2 by the automated driving system for all trips is not subject to motor vehicle equipment
3 laws or regulations of this state that:

4 (1) Relate to or support motor vehicle operation by a human driver seated in the
5 vehicle; and

6 (2) Are not relevant to an automated driving system.

304.932. 1. Unless otherwise provided in this chapter and notwithstanding any
2 other provision of law, fully autonomous vehicles and automated driving systems are
3 governed exclusively by sections 304.920 to 304.932. The director of the department of
4 public safety may promulgate rules necessary to implement these sections. The
5 department shall be the sole agency that may implement the provisions of these sections.
6 Any rule or portion of a rule, as that term is defined in section 536.010 that is created

7 under the authority delegated in this section shall become effective only if it complies
8 with and is subject to all of the provisions of chapter 536 and, if applicable, section
9 536.028. This section and chapter 536 are nonseverable and if any of the powers vested
10 with the general assembly pursuant to chapter 536 to review, to delay the effective date,
11 or to disapprove and annul a rule are subsequently held unconstitutional, then the grant
12 of rulemaking authority and any rule proposed or adopted after August 28, 2025, shall
13 be invalid and void.

14 2. No state agency, political subdivision, municipality, or local entity shall
15 prohibit the operation of fully autonomous vehicles, automated driving systems, or on-
16 demand autonomous vehicle networks, or otherwise enact or keep in force rules or
17 ordinances that would impose taxes, fees, or other requirements, including performance
18 standards, specific to the operation of fully autonomous vehicles, automated driving
19 systems, or on-demand autonomous vehicle networks in addition to the requirements of
20 sections 304.920 to 304.932.

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