



MISSOURI HOUSE OF REPRESENTATIVES
WITNESS APPEARANCE FORM

BILL NUMBER: HB 2170		DATE: 2/17/2026
COMMITTEE: Children and Families		
TESTIFYING: <input checked="" type="checkbox"/> IN SUPPORT OF <input type="checkbox"/> IN OPPOSITION TO <input type="checkbox"/> FOR INFORMATIONAL PURPOSES		
WITNESS NAME		
BUSINESS/ORGANIZATION:		
WITNESS NAME: AMBER ROLLINS		PHONE NUMBER: 913-205-6973
BUSINESS/ORGANIZATION NAME: 20-0024715		TITLE: DIRECTOR
ADDRESS: 17153 W 170TH STREET		
CITY: OLATHE	STATE: KS	ZIP: 66062
EMAIL: Amber@kidsandcars.org	ATTENDANCE: Written	SUBMIT DATE: 2/17/2026 7:44 AM
THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.		

Chair and Members of the Committee,

My name is Amber Rollins, and I am submitting testimony on behalf of Kids and Car Safety, a national nonprofit dedicated to preventing child injuries and deaths in and around motor vehicles.

We strongly support Missouri HB2170, which would bring Missouri significantly closer to the child passenger safety best practices recommended by the National Highway Traffic Safety Administration (NHTSA).

Motor vehicle crashes remain a leading cause of death and serious injury for children. When it comes to safety, children do not have a choice and they cannot protect themselves. It is up to us to ensure they are safe. The good news is that proper restraint use dramatically reduces risks. HB2170 takes important, evidence-based steps to ensure children in Missouri are protected by requiring:

- Rear-facing travel for children under age 3 until they outgrow their seat
- Child safety seats for children under 40 pounds
- Booster seats for children ages four through eight
- Seat belt use once children meet appropriate age, height, and weight thresholds

Just as importantly, this bill removes the dangerous provision allowing children to ride in the floorboard when seats are unavailable. No child should ever be placed in such an unsafe position in a moving vehicle. Doing so presents a serious threat to their safety and well-being.

Kids and Car Safety urges the committee to support HB2170 and take this meaningful step forward for Missouri's children and families.

Thank you for your time and commitment to child safety.

Respectfully submitted,

Amber Rollins
Director
Kids and Car Safety
Amber@kidsandcars.org

913-205-6973



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WITNESS NAME			
BUSINESS/ORGANIZATION:			
WITNESS NAME: ARNIE C. A.C. "HONEST ABE" DIENOFF		PHONE NUMBER: 314-440-9000	
BUSINESS/ORGANIZATION NAME: MISSOURI STATE PUBLIC ADVOCACY		TITLE: STATE PUBLIC ADVOCATE	
ADDRESS: PO BOX 1535			
CITY: O'FALLON		STATE: MO	ZIP: 63366
EMAIL:	ATTENDANCE:	SUBMIT DATE: 2/17/2026 12:00 AM	
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WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: ASHLEY HOOD		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written	SUBMIT DATE: 2/16/2026 10:10 PM	
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This would greatly benefit the safety of our children. I also think there should be something in place to educate those who are getting/reinstating licenses.



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WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: CHRISTINE NICHOLS		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written	SUBMIT DATE: 2/13/2026 4:24 PM	
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My Dad was a fireman/EMT for over 25 years. He'd say, "I've never unbuckled a dead person."



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WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: JAYMEE LAKEY		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written		SUBMIT DATE: 2/16/2026 11:22 PM
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WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: JENNIFER		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written	SUBMIT DATE: 2/17/2026 10:22 AM	
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As a Child Passenger Safety Instructor/Technician in Central Missouri, I would like this child passenger safety bill to pass. The recommendations in this bill protect children better than our current laws. Rear facing as long as possible is the best recommendation for prevention of pediatric injuries and fatalities and better protects a child's neck in case of a vehicle crash. The types of Child Safety Seats recommended are: rear facing with a harness (as long as possible - maxing out convertible car seat weight/height recommendations), forward facing with a harness (again maxing out the forward facing with a harness max height/weight recommendations), booster seat (starting with a high back and converting to a no back - again maxing out the weight/height recommendations), and finally a seat belt in the back seat until 13. When a family transitions to the next step with car seats, they lose a level of protection. If this is done too prematurely, it would be less safe for the child in the car seat. The rear facing with a harness position for as long as possible provides the safest first step. Moving children off of the floor board when there are not enough seats with restraints would always be the recommendation as there is no restraint in that position. The child in that position could become a projectile in a vehicle crash. Passage of this bill would bring our laws closer to the recommendations of the American Academy of Pediatrics, National Child Passenger Safety Board, Safe Kids Worldwide, National Safety Council, and the National Highway Traffic and Safety Administration. As Child Passenger Safety Technicians and Instructors, this is what we teach families during our installation and harnessing hands-on education. It would be wonderful to have our laws line up with the child passenger safety education provided to families. It would lead to less confusion for the family when speaking about the safety standards vs. the laws. Thank you for your consideration and helping keep the children of Missouri safe in the car.



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WITNESS NAME		
INDIVIDUAL:		
WITNESS NAME: KAITLYN VOGEL		PHONE NUMBER:
BUSINESS/ORGANIZATION NAME:		TITLE:
ADDRESS:		
CITY:		STATE: ZIP:
EMAIL:	ATTENDANCE: Written	SUBMIT DATE: 2/16/2026 2:32 PM
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As a registered nurse who works at a level 1 pediatric trauma center hospital, we see a multitude of life changing Motor Vehicle Collisions (MVCs). MVCs continue to be a leading cause of death for children in the United States, and specifically in the state of Missouri. Per the American Academy of Pediatrics, proper use of car seats drastically reduces the risk of death in a MVC by 28% (<https://publications.aap.org/pediatricsinreview/article-abstract/44/6/346/191289/Car-Seat-Safety?redirectedFrom=fulltext>). Per NHTSA, 325 children under 5 years of age are saved by car seats in one year (<https://www.nhtsa.gov/vehicle-safety/car-seats-and-booster-seats>). That is 325 children that now get to continue on in their lives, but without proper car seat use and regulations, those kids would not have survived these crashes. Children continuing to rear face up until the max height and weight of the car seat is the safest option and best practice for these children. Per NHTSA, during a crash, if a child is rear facing, it decreases the risk of injuries because it protects the head, neck, and spine. Small children have fragile necks and spinal cords; it is critical that we prioritize their safety. Passing this bill shows the prioritization we have for keeping our children safe. It is our job as a state to support and encourage parents and caregivers to make the safest option possible. Kids are vulnerable, they cannot choose how to safely transport themselves. We must keep our kids safe!



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WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: KAYCE MORTON		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written	SUBMIT DATE: 2/15/2026 7:39 PM	
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To the Chair and Members of the Committee:

I Dr. Kayce Morton submit this written testimony in support of House Bill 2170 on behalf of herself as a Missouri pediatric hospitalist and as a member and representative of the Missouri Chapter of the American Academy of Pediatrics (MOAAP).

Motor vehicle crashes remain one of the leading causes of death and serious injury among children in the United States. In hospital settings across Missouri, pediatric providers care for children who sustain preventable injuries due to improper or premature transitions in passenger restraint systems. Strengthening Missouri’s child passenger restraint statute is a necessary and evidence-based public health measure.

HB 2170 updates Missouri law to better reflect current safety science by:

Requiring rear-facing restraint for young children until they exceed manufacturer height and weight limits

Clarifying appropriate transitions from rear-facing to forward-facing harness seats, booster seats, and adult seat belts

Removing outdated exemptions that permit children to ride without appropriate restraint when seating positions are limited

Supporting education and compliance while maintaining reasonable enforcement provisions

Children are not simply smaller versions of adults. Their anatomical and developmental characteristics—including proportionally larger heads, immature spinal structures, and less-developed abdominal musculature—make them particularly vulnerable in motor vehicle crashes. Rear-facing restraints distribute crash forces across the back and significantly reduce stress on the cervical spine and spinal cord. Premature movement to forward-facing or seat belt use increases the risk of severe head, neck, and abdominal injuries.

The American Academy of Pediatrics recommends that children remain rear-facing as long as possible within manufacturer limits, transition to forward-facing harness seats before booster seats, and use booster seats until adult seat belts fit properly—typically at a height of approximately 4 feet 9 inches.

HB 2170 brings Missouri's statutory framework into closer alignment with these evidence-based recommendations.

Beyond the immediate risk of mortality, crash-related injuries often result in traumatic brain injury, spinal injury, long-term disability, emotional trauma, and substantial healthcare costs. Preventive safety legislation remains one of the most effective and cost-efficient strategies to reduce pediatric morbidity and mortality.

HB 2170 represents a practical, science-based update to existing law that prioritizes child safety while providing clarity for caregivers and law enforcement. Strengthening child passenger restraint requirements will help prevent avoidable injury and protect Missouri's children.

I respectfully urge the Committee to support HB 2170.

Respectfully submitted,

**Dr. Kayce Morton, DO
Pediatric Hospitalist
Member and Representative, Missouri Chapter of the American Academy of Pediatrics**



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WITNESS NAME			
BUSINESS/ORGANIZATION:			
WITNESS NAME: LILLIAN HINKSON		PHONE NUMBER: 573-751-2803	
BUSINESS/ORGANIZATION NAME: MODOT		TITLE:	
ADDRESS:			
CITY:		STATE: MO	ZIP:
EMAIL:	ATTENDANCE:	SUBMIT DATE: 2/17/2026 12:00 AM	
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WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: MARIAH		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written	SUBMIT DATE: 2/13/2026 7:46 AM	
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So many autistic kids wander n go missing same w old people!! We need better ways to be aware, notified , and locate humans!!!



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WITNESS NAME		
INDIVIDUAL:		
WITNESS NAME: PAMELA TORRES		PHONE NUMBER:
BUSINESS/ORGANIZATION NAME:		TITLE:
ADDRESS:		
CITY:		STATE: ZIP:
EMAIL:	ATTENDANCE: Written	SUBMIT DATE: 2/12/2026 9:48 PM
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WITNESS NAME			
BUSINESS/ORGANIZATION:			
WITNESS NAME: PATRICK FLESCH		PHONE NUMBER: 573-751-2803	
BUSINESS/ORGANIZATION NAME: MODOT		TITLE:	
ADDRESS:			
CITY:		STATE: MO	ZIP:
EMAIL:	ATTENDANCE:	SUBMIT DATE: 2/17/2026 12:00 AM	
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WITNESS NAME			
REGISTERED LOBBYIST:			
WITNESS NAME: RACHEL BAUER		PHONE NUMBER: 573-691-5707	
REPRESENTING: MISSOURI STATE MEDICAL ASSOCIATION AND MISSOURI ASSOCIATION OF OSTEOPATHIC PHYSICIANS AND SURGEONS		TITLE:	
ADDRESS: 113 MADISON ST.			
CITY: JEFFERSON CITY		STATE: MO	ZIP: 65101
EMAIL:	ATTENDANCE:	SUBMIT DATE: 2/17/2026 12:00 AM	
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WITNESS NAME			
REGISTERED LOBBYIST:			
WITNESS NAME: SARAH SCHLEMEIER		PHONE NUMBER: 573-826-1274	
REPRESENTING: MISSOURI COLLEGE OF EMERGENCY PHYSICIANS		TITLE:	
ADDRESS: 213 E CAPITOL AVE.			
CITY: JEFFERSON CITY		STATE: MO	ZIP: 65101
EMAIL: sgh@molobby.com	ATTENDANCE: In-Person	SUBMIT DATE: 2/17/2026 9:34 AM	
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WITNESS NAME		
INDIVIDUAL:		
WITNESS NAME: SARAH BERRY		PHONE NUMBER:
BUSINESS/ORGANIZATION NAME:		TITLE:
ADDRESS:		
CITY:		STATE: ZIP:
EMAIL:	ATTENDANCE: Written	SUBMIT DATE: 2/13/2026 10:02 AM
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Madam Chair and Members of the Committee,

Child safety is not a partisan issue. It is a parental issue. And because it is parental, legislative precision matters.

HB 2170 substantially restructures Missouri’s child passenger restraint law. While safety is the stated objective, the bill raises three concerns: enforceability, proportionality, and parental discretion.

1. Height/Weight Manufacturer Standard = Delegation to Private Entities

Subdivision (1) ties compliance to:

“the highest rear-facing weight or height allowed by the manufacturer.”

This effectively delegates compliance thresholds to private manufacturers whose standards may vary across products.

Two problems arise:

Law enforcement must interpret manufacturer specifications roadside.

Parents are subject to fluctuating legal standards based on product labeling.

Criminal or infraction liability should not depend on private manufacturer variance.

If the legislature intends uniform safety standards, those standards should be defined in statute — not outsourced.

2. Overlapping Age and Weight Requirements Create Confusion

The bill layers:

Under 3 ? rear-facing

Under 4 ? child restraint system

Under 8 AND under 40 pounds ? child restraint system

4–8 and 40+ pounds ? booster or restraint

80+ pounds OR 4'9" OR 8 years ? seat belt

This matrix is complex.

Complex statutes produce inconsistent enforcement.

Inconsistent enforcement produces selective enforcement.

When compliance requires a flowchart, you create risk of arbitrary stops and citations.

3. Removal of Family Flexibility Language

The prior statute included a limited exemption for situations where:

**There are more children than seating positions.
That language is removed.**

The new bill provides no structural accommodation for large families or emergency transport scenarios.

Public policy must recognize real-world conditions — not assume ideal vehicle capacity.

4. Penalty Structure: Infraction + Court Costs

Though the fine is capped at \$50, court costs frequently exceed the base fine.

For lower-income families, this becomes a financial burden unrelated to demonstrated harm.

Child safety policy should incentivize compliance, not create cascading economic penalties.

Safety statutes must be:

Clear

Uniform

Enforceable

Proportional

HB 2170 improves safety language in theory but introduces statutory ambiguity and enforcement discretion concerns in practice.

For those reasons, I respectfully urge careful reconsideration or amendment before passage.