

REPORTS OF STANDING COMMITTEES

MR. PRESIDENT:

The Committee on **Transportation** recommends **SB 546** be amended on page 1, in line 19, by striking all after "(d)"; in line 20, by striking "(e)"; in line 25, by striking "(f)" and inserting "(e)";

And by redesignating subsections, paragraphs, subparagraphs and clauses accordingly;

On page 2, in line 26, by striking all after "task"; in line 27, by striking "department"; in line 34, after "(4)" by inserting "the driverless-capable vehicle cannot exceed 34,000 pounds on tandem axles. The provisions of this paragraph shall expire and have no effect on and after July 1, 2025; and

(5)";

Also on page 2, in line 36, by striking "first year" and inserting "twelve consecutive months"; in line 37, after the period by inserting "The provision of this paragraph shall not apply to a person that operates:

(A) A vehicle that is not designed, intended or marketed for human occupancy; or

(B) a dedicated driverless-capable vehicle that lacks manual controls for operation by a conventional human driver.";

Also on page 2, in line 41, by striking "the department of transportation" and inserting "an agency that operates 24 hours a day and seven days a week"; in line 43, after "operation" by inserting ", and on which side of the vehicle contact information of the fleet support specialist is readily visible";

On page 3, in line 1, by striking all after "(2)"; in line 2, by striking all before the semicolon

and inserting "information regarding safety considerations for first responders in dealing with a driverless-capable vehicle as the result of collision or fire"; in line 11, by striking "to a"; in line 12, by striking all before "shall" and inserting ", when it is reasonably foreseeable that a human should respond,"; in line 19, by striking "prompted by the automated driving system" and inserting "it is reasonably foreseeable that a human should respond"; in line 23, by striking all after "task"; in line 24, by striking all before the period; following line 30, by inserting:

"(e) Sections 1 through 10, and amendments thereto, shall not be construed to modify the responsibilities of a conventional human driver that operates a system-equipped vehicle when the automated driving system is not engaged.";

Also on page 3, in line 39, after "through" by inserting "8-1606 and"; in line 41, after "if" by inserting "the vehicle remains at the scene or in the immediate vicinity of the crash until law enforcement arrives or vehicle registration and insurance information is provided to the parties affected by the accident, and either";

On page 4, in line 1, after the semicolon by inserting "or"; in line 4, by striking all after "crash"; by striking all in lines 5 and 6; in line 7, by striking all before the period and inserting "by the governmental departments that regulate operation and ownership of conventional human driver vehicles"; in line 10, by striking "reasonably" and inserting "by its nature"; in line 28, after the period by inserting "Violations of state and local traffic laws are enforceable as if the vehicle has a licensed human driver on board.

(3) Governmental departments may adopt rules and regulations implementing sections 1 through 10, and amendments thereto. Governmental departments are limited to adopting rules and regulations to implement sections 1 through 10, and amendments thereto, for those provisions under the jurisdiction of the governmental department when regulating operation and ownership of conventional human driven vehicles.";

On page 5, in line 8, by striking "reasonably"; in line 17, by striking all before "on"; following line 22, by inserting:

"New Sec. 10. A driverless-capable vehicle that is designed to be operated exclusively by the automated driving system for all trips is not subject to motor vehicle equipment laws or regulations of this state that:

(1) Support motor vehicle operation by a conventional human driver seated in the vehicle, including, but not limited to, mirrors, windshields and windshield wipers; and

(2) are not relevant for an automated driving system.";

Also on page 5, by striking all in line 38; in line 39, by striking all after "(9)"; in line 40, by striking all before the period and inserting "two members appointed by the chairperson of the state corporation commission;

(10) one member appointed by the Kansas league of municipalities;

(11) one member appointed by the Kansas association of counties;

(12) one member appointed by the governor from the light-duty motor vehicle manufacturers;

(13) one member appointed by the governor from the original equipment manufacturers;

(14) one member appointed by the governor from the original equipment manufacturers trade association;

(15) one member appointed by the governor from the heavy-duty motor vehicle manufacturers;

(16) one member appointed by the governor from the automated driving system developers;

(17) one member appointed by the governor from the automated driving system developers trade association;

(18) one member appointed by the governor from the automated driving system manufacturers;

(19) one member appointed by the governor from the on-demand transportation network companies;

(20) one member appointed by the Kansas sheriffs' association;

(21) one member appointed by the Kansas state troopers association; and

(22) one member appointed by ABATE of Kansas";

Also on page 5, in line 43, by striking "co-chairperson" and inserting "chairperson";

On page 6, in line 1, after "committee" by inserting "during even-numbered calendar years"; in line 3, by striking "co-chairperson" and inserting "chairperson"; also in line 3, after "committee" by inserting "during odd-numbered calendar years"; in line 8, after the second comma by inserting "and each year July 1 thereafter,"; in line 13, by striking "2023" and inserting "2027";

On page 7, in line 37, after "(h)" by inserting "A driverless-capable vehicle's registered owner shall be responsible for all applicable traffic law violations when the automated driving system is engaged. For the purposes of prosecution of traffic law violations, the owner is considered to be the operator of the vehicle when the automated driving system is engaged.";

And by renumbering sections accordingly; and the bill be passed as amended.

Chairperson