

(1) Alabama, 2017 AL S 379, Failed

Definitions	<p>Section 2. For purposes of this act, the following terms shall have the following meanings:</p> <p>(1) AUTOMATED DRIVING SYSTEM. Hardware and software that is collectively capable of performing all aspects of the driving task for a vehicle on a part-time or full-time basis without any supervision by a human operator.</p> <p>(2) AUTONOMOUS VEHICLE.</p> <p>a. A motor vehicle that uses an automated driving system, sensors, and global positioning system coordinates to drive itself without active intervention of a human operator.</p> <p>b. The term does not include a vehicle enabled with a safety system or driver assistance system, including, without limitation, a system to provide electronic blind spot assistance, crash avoidance, emergency braking, parking assistance, adaptive cruise control, lane keep assistance, lane departure warnings, and traffic jam and queuing assistance, unless the vehicle is also enabled with artificial intelligence and technology that allows the vehicle to carry out all the mechanical operations of driving without the active control or continuous monitoring of a natural person.</p>
Insurance and Liability	<p>Section 4.</p> <p>(c) Each autonomous vehicle approved shall carry liability insurance in an amount of at least five million dollars</p>
Operation on Public Roads	<p>Section 4.</p> <p>(a) All of the following shall apply to the testing of an autonomous vehicle:</p> <p>(1) The autonomous vehicle must be licensed for testing pursuant to Section 5.</p> <p>(2) The testing shall be conducted only within the defined boundaries of an approved testing site.</p> <p>(3) The person operating the autonomous vehicle in autonomous mode shall be deemed the driver of the autonomous vehicle regardless of whether the person is</p>

physically present in the autonomous vehicle while it is engaged.

(4) The municipality or county, as appropriate, shall erect signs at testing site entry points that identify that the testing site is a testing ground for autonomous vehicles.

(5) The autonomous vehicle shall operate at speeds of less than 35 miles per hour.

(6) The autonomous vehicle shall have adequate safety systems and redundancies to prevent collision.

(b) Each autonomous vehicle operated in the testing site shall be registered and licensed in the same manner as other motor vehicles.

(c) Each autonomous vehicle approved shall carry liability insurance in an amount of at least five million dollars (\$5,000,000).

Section 5.

(a) Each make and model of autonomous vehicle to be tested within an approved testing site must be licensed by the municipality or county, as appropriate, for that purpose.

(b) A person applying for a license to test an autonomous vehicle pursuant to this section shall submit all of the following:

(1) Certification that, prior to testing on public roads, the autonomous vehicle has been tested under controlled conditions that simulate, as closely as practicable, the real world conditions that the autonomous vehicle will be subject to during testing, and that the municipality or county has made a reasonable determination that it is safe to operate the autonomous vehicle on public roads under these conditions.

(2) Acknowledgement that the autonomous vehicle may only operate in autonomous mode in the geographic area and environmental, traffic, and speed conditions authorized in this act.

(3) Certification that the testing complies with National Highway Traffic Safety Administration guidance, if any, on the safe testing, deployment, and operation of autonomous vehicles.

	<p>(4) Proof of insurance, a surety bond, or a deposit of cash in the amount of five million dollars (\$5,000,000).</p> <p>(5) One of the following:</p> <ul style="list-style-type: none">a. Certification that the autonomous vehicle used for testing complies with all applicable federal Motor Vehicle Safety Standards or written evidence that the National Highway Traffic Safety Administration has granted the autonomous vehicle an exemption from compliance with the relevant standards.b. Written evidence that the National Highway Traffic Safety Administration considers the absence of a steering wheel, a brake pedal, or an accelerator permissible under federal Motor Vehicle Safety Standards. <p>(6) Identification of each autonomous vehicle to be used during the testing. For each vehicle, the manufacturer shall provide to the municipality or county the make, model, and model year of the vehicle, the full vehicle identification number, the license plate number, and the state of issuance.</p> <p>(7) Proof that the exterior of each autonomous vehicle used for testing purposes clearly indicates the vehicle is being operated for testing purposes.</p> <p>(8) Certification that the vehicle is equipped with a communication link between the vehicle and a remote operator to provide information on the vehicle's location and status and to allow two-way communication between the remote operator and the vehicle's passengers if the vehicle experiences a failure that would endanger the safety of the passengers or other road users while operating without a driver.</p> <p>(9) Proof that a law enforcement interaction plan has been created to instruct the law enforcement agencies that have jurisdiction over a testing site on how to interact with an autonomous vehicle in emergency and traffic enforcement situations.</p> <p>(c) If the municipality or county has reasonable cause to believe that a specific model of autonomous vehicle or artificial intelligence and technology used in an autonomous vehicle presents an unsafe condition for operation on the highways of the</p>
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	<p>state, the municipality or county may refuse to license the model or the technology for testing.</p>
<p>Privacy of Collected Vehicle Data</p>	<p>Section 6. The municipality or county shall require data collection for evaluating the safety of the vehicles tested in the testing site, including, but not limited to, all the following:</p> <p>(1) A report to the municipality or county of any accident originating from the operation of the autonomous vehicle on a public road that resulted in the damage of property, bodily injury, or death. Accidents shall be reported within 10 days in the form and manner specified by the municipality or county.</p> <p>(2) The submission to the municipality or county of an annual report of the data collected in the form and manner specified by the municipality or county.</p> <p>(3) Additional information, documentation, and affirmations the municipality or county deems necessary or appropriate before approving an application to test autonomous vehicles that is submitted pursuant to this act.</p>
<p>Vehicle Inspection Requirements</p>	
<p>Infrastructure and Connected Vehicles</p>	
<p>Licensing and Registration</p>	<p>Section 5.</p> <p>(a) Each make and model of autonomous vehicle to be tested within an approved testing site must be licensed by the municipality or county, as appropriate, for that purpose.</p> <p>(b) A person applying for a license to test an autonomous vehicle pursuant to this section shall submit all of the following:</p> <p>(1) Certification that, prior to testing on public roads, the autonomous vehicle has been tested under controlled conditions that simulate, as closely as practicable, the real world conditions that the autonomous vehicle will be subject to during testing, and that the municipality or county has made a reasonable determination that it is safe to operate the autonomous vehicle on public roads under these conditions.</p>

	<p>(2) Acknowledgement that the autonomous vehicle may only operate in autonomous mode in the geographic area and environmental, traffic, and speed conditions authorized in this act.</p> <p>(3) Certification that the testing complies with National Highway Traffic Safety Administration guidance, if any, on the safe testing, deployment, and operation of autonomous vehicles.</p> <p>(4) Proof of insurance, a surety bond, or a deposit of cash in the amount of five million dollars (\$5,000,000).</p> <p>(5) One of the following:</p> <ul style="list-style-type: none">a. Certification that the autonomous vehicle used for testing complies with all applicable federal Motor Vehicle Safety Standards or written evidence that the National Highway Traffic Safety Administration has granted the autonomous vehicle an exemption from compliance with the relevant standards.b. Written evidence that the National Highway Traffic Safety Administration considers the absence of a steering wheel, a brake pedal, or an accelerator permissible under federal Motor Vehicle Safety Standards. <p>(6) Identification of each autonomous vehicle to be used during the testing. For each vehicle, the manufacturer shall provide to the municipality or county the make, model, and model year of the vehicle, the full vehicle identification number, the license plate number, and the state of issuance.</p> <p>(7) Proof that the exterior of each autonomous vehicle used for testing purposes clearly indicates the vehicle is being operated for testing purposes.</p> <p>(8) Certification that the vehicle is equipped with a communication link between the vehicle and a remote operator to provide information on the vehicle's location and status and to allow two-way communication between the remote operator and the vehicle's passengers if the vehicle experiences a failure that would endanger the safety of the passengers or other road users while operating without a driver.</p>
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	<p>(9) Proof that a law enforcement interaction plan has been created to instruct the law enforcement agencies that have jurisdiction over a testing site on how to interact with an autonomous vehicle in emergency and traffic enforcement situations.</p> <p>(c) If the municipality or county has reasonable cause to believe that a specific model of autonomous vehicle or artificial intelligence and technology used in an autonomous vehicle presents an unsafe condition for operation on the highways of the state, the municipality or county may refuse to license the model or the technology for testing.</p> <p>Section 7.</p> <p>(a) The municipality or county may suspend, revoke, deny, or refuse to renew a license for testing an autonomous vehicle for any of the following reasons:</p> <ul style="list-style-type: none"> (1) Failure to comply with the traffic laws of this state. (2) Any material misstatement on the application for the issuance or renewal of a license. (3) A finding that the operation of an autonomous vehicle by the person would create a danger to the public. (4) Failure to comply with the other requirements of this act. <p>(b) A person may appeal a suspension, revocation, denial, or refusal to renew a license to test an autonomous vehicle within 30 days of receipt of notice of the adverse action. The appeal shall be conducted in accordance with the rules of the municipality or county.</p>
Operator Requirements	
Request for Study	
Vehicle Testing	<p>Section 3.</p> <p>(a) A municipality or county may authorize the testing of autonomous vehicles pursuant to this act.</p> <p>(b) Autonomous vehicles may be tested at a testing site approved by the municipality in which the testing is to be done or, if the</p>

	<p>testing is to be conducted outside of a municipality, by the county in which the testing is to be done.</p> <p>Section 4.</p> <p>(a) All of the following shall apply to the testing of an autonomous vehicle:</p> <ul style="list-style-type: none"> (1) The autonomous vehicle must be licensed for testing pursuant to Section 5. (2) The testing shall be conducted only within the defined boundaries of an approved testing site. (3) The person operating the autonomous vehicle in autonomous mode shall be deemed the driver of the autonomous vehicle regardless of whether the person is physically present in the autonomous vehicle while it is engaged. (4) The municipality or county, as appropriate, shall erect signs at testing site entry points that identify that the testing site is a testing ground for autonomous vehicles. (5) The autonomous vehicle shall operate at speeds of less than 35 miles per hour. (6) The autonomous vehicle shall have adequate safety systems and redundancies to prevent collision. <p>(b) Each autonomous vehicle operated in the testing site shall be registered and licensed in the same manner as other motor vehicles.</p> <p>(c) Each autonomous vehicle approved shall carry liability insurance in an amount of at least five million dollars (\$5,000,000).</p>
<p>Agency/Governance</p>	<p>Section 3.</p> <p>(a) A municipality or county may authorize the testing of autonomous vehicles pursuant to this act.</p> <p>(b) Autonomous vehicles may be tested at a testing site approved by the municipality in which the testing is to be done or, if the</p>

	<p>testing is to be conducted outside of a municipality, by the county in which the testing is to be done.</p> <p>Section 7.</p> <p>(a) The municipality or county may suspend, revoke, deny, or refuse to renew a license for testing an autonomous vehicle for any of the following reasons:</p> <ul style="list-style-type: none"> (1) Failure to comply with the traffic laws of this state. (2) Any material misstatement on the application for the issuance or renewal of a license. (3) A finding that the operation of an autonomous vehicle by the person would create a danger to the public. (4) Failure to comply with the other requirements of this act. <p>(b) A person may appeal a suspension, revocation, denial, or refusal to renew a license to test an autonomous vehicle within 30 days of receipt of notice of the adverse action. The appeal shall be conducted in accordance with the rules of the municipality or county.</p>
Accident Reporting	
Supremacy	
Other	

(2) Alaska; None

(3) Arizona, 2017 AZ H 2434, Failed; EO 2015-09

Definitions	<p>2017 AZ H 2434</p> <p>FOR THE PURPOSES OF THIS SECTION, A PERSON SHALL BE DEEMED NOT TO BE OPERATING A MOTOR VEHICLE IF THE MOTOR VEHICLE IS DRIVEN AUTONOMOUSLY THROUGH THE USE OF ARTIFICIAL INTELLIGENCE SOFTWARE AND THE AUTONOMOUS OPERATION OF THE MOTOR VEHICLE IS AUTHORIZED BY LAW</p>
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Insurance and Liability	
Operation on Public Roads	
Privacy of Collected Vehicle Data	
Vehicle Inspection Requirements	
Infrastructure and Connected Vehicles	
Licensing and Registration	
Operator Requirements	
Request for Study	
Vehicle Testing	<p>EO 2015-09</p> <p>[Whereas (1) automated vehicle technology is possible; (2) it is in Arizona’s interest to support automated vehicle technology to continue its development; (3) the State believes automated vehicle technology will promote economic growth, new jobs, research opportunities to state universities, and bring prestige upon the State; (4) the State believes testing of automated vehicles will produce social benefits by lessening traffic congestion, increasing pedestrian and passenger safety, reduce parking issues, facilitate travel, and other benefits; (5) the State believes transportation and commerce relies on new technology to increase efficiency and safety;]</p> <p>(1) The Department of Transportation, Department of Public Safety, and all other agencies of the State of Arizona with pertinent regulatory jurisdiction shall undertake any necessary steps to support the testing and operation of self-driving vehicles on public roads within Arizona.</p> <p>(2) Pilot programs will be enabled on campuses of selected universities in partnership with entities that are developing technology for self-driving vehicles, whereby an operator with a valid driver’s license may direct a vehicle’s movement, regardless of whether the operator is physically present in the vehicle or is providing direction remotely while the vehicle is operating in self-driving mode.</p> <p>(3) Testing an operation of self-driving vehicles in such pilot programs shall abide by the following rules:</p>

	<p>(a) Vehicles may be operated only by an employee, contractor, or other person designated or otherwise authorized by the entity developing self-driving technology.</p> <p>(b) Vehicles shall be monitored and an operator shall have the ability to direct the vehicle’s movement if assistance is required.</p> <p>(c) The individuals operating vehicles shall be licensed to operate a motor vehicle in the United States.</p> <p>(d) The vehicle owner shall submit proof of financial responsibility, in an amount and on a form established by the Director of the Arizona Department of Transportation.</p>
Agency/Governance	<p>EO 2015-09</p> <p>[Whereas (1) automated vehicle technology is possible; (2) it is in Arizona’s interest to support automated vehicle technology to continue its development; (3) the State believes automated vehicle technology will promote economic growth, new jobs, research opportunities to state universities, and bring prestige upon the State; (4) the State believes testing of automated vehicles will produce social benefits by lessening traffic congestion, increasing pedestrian and passenger safety, reduce parking issues, facilitate travel, and other benefits; (5) the State believes transportation and commerce relies on new technology to increase efficiency and safety;]</p> <p>(1) The Department of Transportation, Department of Public Safety, and all other agencies of the State of Arizona with pertinent regulatory jurisdiction shall undertake any necessary steps to support the testing and operation of self-driving vehicles on public roads within Arizona.</p>
Accident Reporting	
Supremacy	
Other	<p>EO 2015-09</p> <p>[Whereas (1) automated vehicle technology is possible; (2) it is in Arizona’s interest to support automated vehicle technology to continue its development; (3) the State believes automated vehicle technology will promote economic growth, new jobs, research opportunities to state universities, and bring prestige upon the State; (4) the State believes testing of automated vehicles will produce social benefits by lessening traffic congestion, increasing pedestrian and passenger safety, reduce parking issues, facilitate travel, and other benefits; (5) the State believes transportation and commerce relies on new technology to increase efficiency and safety;]</p>

	<p>(4) The Director of the Department of Transportation may promulgate additional rules considered necessary to implement this Executive Order.</p> <p>(5) There shall be established within the Office of the Governor a Self-Driving Vehicle Oversight Committee (the “Committee”) to advise the Department of Transportation, the Department of Public Safety, the selected universities, and any other pertinent agencies how best to advance the testing and operation of self-driving vehicles on public roads.</p> <p style="padding-left: 40px;">(a) The Committee shall consist of one or more representatives from the Governor’s Office, the Department of Transportation, the Department of Public Safety, the selected universities, and any other pertinent agency.</p> <p style="padding-left: 40px;">(b) Members shall be appointed by and serve at the pleasure of the Governor.</p> <p style="padding-left: 40px;">(c) To the extent necessary, the Committee may, based upon the results of the pilot programs, propose clarifications or changes to State policies, rule or statutes to facilitate the expanded operation of self-driving vehicles on public roads in Arizona.</p>
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(4) Arkansas, AR H 1754, Enacted

Definitions	
Insurance and Liability	
Operation on Public Roads	<p><u>Ark. Code § 27-51-305</u></p> <p>(c) Vehicles equipped with driver-assistive truck platooning systems may follow other vehicles closer than allowed under [other portions of the code].</p> <p>(d) Vehicles equipped with “driver-assistive truck platooning systems” means technology that integrates sensor array, wireless communication, vehicle controls, and specialized software to synchronize acceleration and braking between two (2) or more vehicles while leaving each vehicle’s steering control and systems monitoring and intervention in the control of its human operator.</p> <p><u>Ark. Code § 27-51-1408</u></p> <p>(a) A person may operate a driver-assistive truck platooning system on a street or highway of this state if the person files a plan for general platoon operation with the State Highway Commission</p>

	<p>(b) A person may operate a driver-assistive truck platooning system on a street or highway of this state:</p> <p>(1) upon arrival of the plan required under subsection (a) of this section by the commission, or</p> <p>(2) Forty-five days after submission of the plan required under subsection (a) of this section, if the plan has not been rejected by the commission.</p>
Privacy of Collected Vehicle Data	
Vehicle Inspection Requirements	
Infrastructure and Connected Vehicles	<p><u>Ark. Code § 27-51-305</u></p> <p>(c) Vehicles equipped with driver-assistive truck platooning systems may follow other vehicles closer than allowed under [other portions of the code].</p> <p>(d) Vehicles equipped with “driver-assistive truck platooning systems” means technology that integrates sensor array, wireless communication, vehicle controls, and specialized software to synchronize acceleration and braking between two (2) or more vehicles while leaving each vehicle’s steering control and systems monitoring and intervention in the control of its human operator.</p>
Licensing and Registration	
Operator Requirements	
Request for Study	
Vehicle Testing	
Agency/Governance	
Accident Reporting	
Supremacy	
Other	

(5) California, 2017 CA A 87, Enacted

<p>Definitions</p>	<p>(1) "Autonomous technology" means technology that has the capability to drive a vehicle without the active physical control or monitoring by a human operator.</p> <p>(2)</p> <p>(A) "Autonomous vehicle" means any vehicle equipped with autonomous technology that has been integrated into that vehicle.</p> <p>(B) An autonomous vehicle does not include a vehicle that is equipped with one or more collision avoidance systems, including, but not limited to, electronic blind spot assistance, automated emergency braking systems, park assist, adaptive cruise control, lane keep assist, lane departure warning, traffic jam and queuing assist, or other similar systems that enhance safety or provide driver assistance, but are not capable, collectively or singularly, of driving the vehicle without the active control or monitoring of a human operator.</p> <p>(3) "Department" means the Department of Motor Vehicles.</p> <p>(4) An "operator" of an autonomous vehicle is the person who is seated in the driver's seat, or, if there is no person in the driver's seat, causes the autonomous technology to engage.</p> <p>(5) A "manufacturer" of autonomous technology is the person as defined in Section 470 that originally manufactures a vehicle and equips autonomous technology on the originally completed vehicle or, in the case of a vehicle not originally equipped with autonomous technology by the vehicle manufacturer, the person that modifies the vehicle by installing autonomous technology to convert it to an autonomous vehicle after the vehicle was originally manufactured.</p>
<p>Insurance and Liability</p>	<p><u>For Testing on Public Roads</u></p> <p>(b)(3) [An autonomous vehicle may be operated on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if, <i>inter alia</i>.]: Prior to the start of testing in this state, the manufacturer performing the testing shall obtain an instrument of insurance, surety bond, or proof of self-insurance in the amount of five million dollars (\$5,000,000), and shall provide evidence of the insurance, surety bond, or self-insurance to the department in the form and manner required by the department pursuant to the regulations adopted pursuant to subdivision (d).</p> <p><u>For Operation on Public Roads, Generally</u></p>

	<p>(c) (3) [An autonomous vehicle shall not be operated on public roads until the manufacturer submits an application to the DMV an application approved by the DMV, which must include, <i>inter alia</i>,] a certification that the manufacturer will maintain, an instrument of insurance, a surety bond, or proof of self-insurance as specified in regulations adopted by the department pursuant to subdivision (d), in an amount of five million dollars (\$5,000,000).</p>
<p>Operation on Public Roads</p>	<p><u>Requirements for use on Public Roads for Testing Purposes</u></p> <p>(b) An autonomous vehicle may be operated on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if all of the following requirements are met:</p> <p>(1) The autonomous vehicle is being operated on roads in this state solely by employees, contractors, or other persons designated by the manufacturer of the autonomous technology.</p> <p>(2) The driver shall be seated in the driver's seat, monitoring the safe operation of the autonomous vehicle, and capable of taking over immediate manual control of the autonomous vehicle in the event of an autonomous technology failure or other emergency.</p> <p>(3) Prior to the start of testing in this state, the manufacturer performing the testing shall obtain an instrument of insurance, surety bond, or proof of self-insurance in the amount of five million dollars (\$5,000,000), and shall provide evidence of the insurance, surety bond, or self-insurance to the department in the form and manner required by the department pursuant to the regulations adopted pursuant to subdivision (d).</p> <p><u>Requirements for Operation on Public Roads Generally</u></p> <p>(c) Except as provided in subdivision (b), an autonomous vehicle shall not be operated on public roads until the manufacturer submits an application to the department, and that application is approved by the department pursuant to the regulations adopted pursuant to subdivision (d). The application shall contain, at a minimum, all of the following certifications:</p> <p>(1) A certification by the manufacturer that the autonomous technology satisfies all of the following requirements:</p> <p>(A) The autonomous vehicle has a mechanism to engage and disengage the autonomous technology that is easily accessible to the operator.</p>

	<p>(B) The autonomous vehicle has a visual indicator inside the cabin to indicate when the autonomous technology is engaged.</p> <p>(C) The autonomous vehicle has a system to safely alert the operator if an autonomous technology failure is detected while the autonomous technology is engaged, and when an alert is given, the system shall do either of the following:</p> <ul style="list-style-type: none">(i) Require the operator to take control of the autonomous vehicle.(ii) If the operator does not or is unable to take control of the autonomous vehicle, the autonomous vehicle shall be capable of coming to a complete stop. <p>(D) The autonomous vehicle shall allow the operator to take control in multiple manners, including, without limitation, through the use of the brake, the accelerator pedal, or the steering wheel, and it shall alert the operator that the autonomous technology has been disengaged.</p> <p>(E) The autonomous vehicle's autonomous technology meets Federal Motor Vehicle Safety Standards for the vehicle's model year and all other applicable safety standards and performance requirements set forth in state and federal law and the regulations promulgated pursuant to those laws.</p> <p>(F) The autonomous technology does not make inoperative any Federal Motor Vehicle Safety Standards for the vehicle's model year and all other applicable safety standards and performance requirements set forth in state and federal law and the regulations promulgated pursuant to those laws.</p> <p>(G) The autonomous vehicle has a separate mechanism, in addition to, and separate from, any other mechanism required by law, to capture and store the autonomous technology sensor data for at least 30 seconds before a collision occurs between the autonomous vehicle and another vehicle, object, or natural person while the vehicle is operating in autonomous mode. The autonomous technology sensor data shall be captured and stored in a read-only format by the mechanism so that the data is retained until extracted from the mechanism by an external device capable of downloading and storing the</p>
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	<p>data. The data shall be preserved for three years after the date of the collision.</p> <p>(2) A certification that the manufacturer has tested the autonomous technology on public roads and has complied with the testing standards, if any, established by the department pursuant to subdivision (d).</p> <p>(3) A certification that the manufacturer will maintain, an instrument of insurance, a surety bond, or proof of self-insurance as specified in regulations adopted by the department pursuant to subdivision (d), in an amount of five million dollars (\$5,000,000).</p>
<p>Privacy of Collected Vehicle Data/Information Collection</p>	<p><u>Information Collection</u></p> <p>(h) The manufacturer of the autonomous technology installed on a vehicle shall provide a written disclosure to the purchaser of an autonomous vehicle that describes what information is collected by the autonomous technology equipped on the vehicle. The department may promulgate regulations to assess a fee upon a manufacturer that submits an application pursuant to subdivision (c) to operate autonomous vehicles on public roads in an amount necessary to recover all costs reasonably incurred by the department.</p>
<p>Vehicle Inspection Requirements</p>	
<p>Infrastructure and Connected Vehicles</p>	
<p>Licensing and Registration</p>	<p><u>DMV Approval of Applications</u></p> <p>(e)</p> <p>(1) The department shall approve an application submitted by a manufacturer pursuant to subdivision (c) if it finds that the applicant has submitted all information and completed testing necessary to satisfy the department that the autonomous vehicles are safe to operate on public roads and the applicant has complied with all requirements specified in the regulations adopted by the department pursuant to subdivision (d).</p> <p>(2) Notwithstanding paragraph (1), if the application seeks approval for autonomous vehicles capable of operating without the presence of a driver inside the vehicle, the department may impose additional requirements it deems necessary to ensure the safe operation of those vehicles, and may require the presence of a</p>

	<p>driver in the driver's seat of the vehicle if it determines, based on its review pursuant to paragraph (1), that such a requirement is necessary to ensure the safe operation of those vehicles on public roads. The department shall notify the Legislature of the receipt of an application from a manufacturer seeking approval to operate an autonomous vehicle capable of operating without the presence of a driver inside the vehicle and approval of the application. Approval of the application shall be effective no sooner than 180 days after the date the application is submitted.</p> <p><u>Violation of Section</u></p> <p>(i)</p> <p>(1) If the department determines that an autonomous vehicle is being operated in violation of this division, the department shall revoke the registration for that vehicle.</p> <p>(2) A peace officer, as defined in Chapter 4.5 (commencing with Section 830) of Title 3 of Part 2 of the Penal Code, may cause the removal and seizure of a vehicle found to be operating on public streets with a registration revoked pursuant to this subdivision in accordance with Chapter 10 (commencing with Section 22650) of Division 11.</p> <p>(3) A manufacturer or operator found by the department to be in violation of this division shall not be eligible to apply to the department to operate an autonomous vehicle pursuant to this division for a period of two years from the date of the violation.</p> <p>(4) A violation of this section is not an infraction pursuant to Section 4000.1. The department may impose a penalty of up to twenty-five thousand dollars (\$25,000) per day for each autonomous vehicle a manufacturer or an operator operates in violation of this division.</p>
Operator Requirements	<p><u>Autonomous vehicle use in testing on public roads</u></p> <p>(b) An autonomous vehicle may be operated on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if, <i>inter alia</i>:</p>

	<p>(1) The autonomous vehicle is being operated on roads in this state solely by employees, contractors, or other persons designated by the manufacturer of the autonomous technology.</p> <p>(2) The driver shall be seated in the driver's seat, monitoring the safe operation of the autonomous vehicle, and capable of taking over immediate manual control of the autonomous vehicle in the event of an autonomous technology failure or other emergency.</p>
Request for Study	
Vehicle Testing	<p>(b) An autonomous vehicle may be operated on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if all of the following requirements are met:</p> <p>(1) The autonomous vehicle is being operated on roads in this state solely by employees, contractors, or other persons designated by the manufacturer of the autonomous technology.</p> <p>(2) The driver shall be seated in the driver's seat, monitoring the safe operation of the autonomous vehicle, and capable of taking over immediate manual control of the autonomous vehicle in the event of an autonomous technology failure or other emergency.</p> <p>(3) Prior to the start of testing in this state, the manufacturer performing the testing shall obtain an instrument of insurance, surety bond, or proof of self-insurance in the amount of five million dollars (\$5,000,000), and shall provide evidence of the insurance, surety bond, or self-insurance to the department in the form and manner required by the department pursuant to the regulations adopted pursuant to subdivision (d).</p>
Agency/Governance	<p><u>DMV Governance and Directive</u></p> <p>(d)</p> <p>(1) As soon as practicable, but no later than January 1, 2015, the department shall adopt regulations setting forth requirements for the submission of evidence of insurance, surety bond, or self-insurance required by subdivision (b), and the submission and approval of an application to operate an autonomous vehicle pursuant to subdivision (c).</p> <p>(2) The regulations shall include any testing, equipment, and performance standards, in addition to those established for purposes of subdivision (b), that the department concludes are necessary to ensure the safe operation of autonomous vehicles on</p>

	<p>public roads, with or without the presence of a driver inside the vehicle. In developing these regulations, the department may consult with the Department of the California Highway Patrol, the Institute of Transportation Studies at the University of California, or any other entity identified by the department that has expertise in automotive technology, automotive safety, and autonomous system design.</p> <p>(3) The department may establish additional requirements by the adoption of regulations, which it determines, in consultation with the Department of the California Highway Patrol, are necessary to ensure the safe operation of autonomous vehicles on public roads, including, but not limited to, regulations regarding the aggregate number of deployments of autonomous vehicles on public roads, special rules for the registration of autonomous vehicles, new license requirements for operators of autonomous vehicles, and rules for revocation, suspension, or denial of any license or any approval issued pursuant to this division.</p> <p>(4) The department shall hold public hearings on the adoption of any regulation applicable to the operation of an autonomous vehicle without the presence of a driver inside the vehicle.</p>
Accident Reporting	
Supremacy	<p><u>Federal Supremacy</u></p> <p>(g) Federal regulations promulgated by the National Highway Traffic Safety Administration shall supersede the provisions of this division when found to be in conflict with any other state law or regulation.</p>
Other	

(6) Colorado, 2017 CO S 213, Enacted

Definitions	<p>42-1-102. As used in articles 1 to 4 of this TITLE 42, unless the context otherwise requires:</p> <p>(7.7) "AUTOMATED DRIVING SYSTEM" MEANS HARDWARE AND SOFTWARE THAT ARE COLLECTIVELY CAPABLE, WITHOUT ANY INTERVENTION OR SUPERVISION BY A HUMAN OPERATOR, OF PERFORMING ALL ASPECTS OF THE DYNAMIC DRIVING TASK FOR A VEHICLE ON A PART-TIME OR FULL-TIME BASIS, DESCRIBED AS LEVELS 4 AND 5 AUTOMATION IN</p>
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	<p>SAE INTERNATIONAL'S STANDARD J3016, AS IT EXISTED IN SEPTEMBER 2016.</p> <p>(27.8)</p> <p>(a) "DYNAMIC DRIVING TASK" MEANS ALL OF THE FOLLOWING ASPECTS OF DRIVING:</p> <p>(I) OPERATIONAL ASPECTS, INCLUDING STEERING, BRAKING, ACCELERATING, AND MONITORING THE VEHICLE AND THE ROADWAY; AND</p> <p>(II) TACTICAL ASPECTS, INCLUDING RESPONDING TO EVENTS, DETERMINING WHEN TO CHANGE LANES, TURNING, USING SIGNALS, AND OTHER RELATED ACTIONS.</p> <p>(b) "DYNAMIC DRIVING TASK" DOES NOT INCLUDE STRATEGIC ASPECTS, INCLUDING DETERMINING DESTINATIONS OR WAY POINTS, OF DRIVING.</p> <p>(43.3) "HUMAN OPERATOR" MEANS A NATURAL PERSON IN THE VEHICLE WITH IMMEDIATE ACCESS TO CONTROLS FOR STEERING, BRAKING, AND ACCELERATION.</p>
Insurance and Liability	<p>42-4-242. Automated driving systems - safe harbor.</p> <p>(1) A PERSON MAY USE AN AUTOMATED DRIVING SYSTEM TO DRIVE A MOTOR VEHICLE OR TO CONTROL A FUNCTION OF A MOTOR VEHICLE IF THE SYSTEM IS CAPABLE OF COMPLYING WITH EVERY STATE AND FEDERAL LAW THAT APPLIES TO THE FUNCTION THAT THE SYSTEM IS OPERATING.</p> <p>42-4-242. Automated driving systems - safe harbor.</p> <p>(5) LIABILITY FOR A CRASH INVOLVING AN AUTOMATED DRIVING SYSTEM DRIVING A MOTOR VEHICLE THAT IS NOT UNDER HUMAN CONTROL IS DETERMINED IN ACCORDANCE WITH APPLICABLE STATE LAW, FEDERAL LAW, OR COMMON LAW.</p>

<p>Operation on Public Roads</p>	<p>General Provisions: Use of Automated Driving Systems</p> <p>42-4-242. Automated driving systems - safe harbor.</p> <p>(1) A PERSON MAY USE AN AUTOMATED DRIVING SYSTEM TO DRIVE A MOTOR VEHICLE OR TO CONTROL A FUNCTION OF A MOTOR VEHICLE IF THE SYSTEM IS CAPABLE OF COMPLYING WITH EVERY STATE AND FEDERAL LAW THAT APPLIES TO THE FUNCTION THAT THE SYSTEM IS OPERATING.</p> <p>(2) ANY PROVISION IN ARTICLES 1 TO 3 OF THIS TITLE 42 AND THIS ARTICLE 4 THAT BY ITS NATURE REGULATES A HUMAN DRIVER, INCLUDING SECTION 42-2-101, DOES NOT APPLY TO AN AUTOMATED DRIVING SYSTEM, EXCEPT FOR LAWS REGULATING THE PHYSICAL DRIVING OF A VEHICLE.</p> <p>(3)</p> <p>(a) IF AN AUTOMATED DRIVING SYSTEM IS NOT CAPABLE OF COMPLYING WITH EVERY STATE AND FEDERAL LAW THAT APPLIES TO THE FUNCTION THE SYSTEM IS OPERATING, A PERSON SHALL NOT TEST THE SYSTEM UNLESS APPROVED BY THE COLORADO STATE PATROL AND THE COLORADO DEPARTMENT OF TRANSPORTATION, IN ACCORDANCE WITH A PROCESS OVERSEEN BY THE COLORADO STATE PATROL AND THE COLORADO DEPARTMENT OF TRANSPORTATION.</p> <p>(b) A PERSON WHO VIOLATES THIS SUBSECTION (3) COMMITS A CLASS B TRAFFIC INFRACTION. UPON DETERMINING THAT THERE IS PROBABLE CAUSE TO BELIEVE THAT A MOTOR VEHICLE WAS USED TO VIOLATE THIS SUBSECTION (3), A PEACE OFFICER OF THE STATE PATROL MAY IMPOUND OR IMMOBILIZE THE MOTOR VEHICLE UNTIL THE PERSON WHO VIOLATED THIS SECTION HAS OBTAINED THE REQUIRED APPROVAL IN ACCORDANCE WITH SUBSECTION (3)(a) OF THIS SECTION OR SIGNED AN AFFIDAVIT, UNDER PENALTY OF PERJURY, STATING THE PERSON'S INTENTION TO CEASE USING THE AUTOMATED DRIVING SYSTEM IN COLORADO WITHOUT THE REQUIRED APPROVAL.</p>
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	<p>(4) THE COLORADO DEPARTMENT OF TRANSPORTATION SHALL REPORT TO THE TRANSPORTATION LEGISLATION REVIEW COMMITTEE BY SEPTEMBER 1 OF EACH YEAR, CONCERNING THE TESTING OF AUTOMATED DRIVING SYSTEMS IN COLORADO. THE FIRST REPORT IS DUE BY SEPTEMBER 1, 2018. NOTWITHSTANDING THE PROVISIONS OF SECTION 24-1-136, THE REPORTING REQUIREMENT CONTAINED IN THIS SUBSECTION (4) CONTINUES INDEFINITELY.</p> <p>(5) LIABILITY FOR A CRASH INVOLVING AN AUTOMATED DRIVING SYSTEM DRIVING A MOTOR VEHICLE THAT IS NOT UNDER HUMAN CONTROL IS DETERMINED IN ACCORDANCE WITH APPLICABLE STATE LAW, FEDERAL LAW, OR COMMON LAW.</p>
<p>Privacy of Collected Vehicle Data</p>	
<p>Vehicle Inspection Requirements</p>	
<p>Infrastructure and Connected Vehicles</p>	
<p>Licensing and Registration</p>	<p>42-4-242. Automated driving systems - safe harbor. (1) A PERSON MAY USE AN AUTOMATED DRIVING SYSTEM TO DRIVE A MOTOR VEHICLE OR TO CONTROL A FUNCTION OF A MOTOR VEHICLE IF THE SYSTEM IS CAPABLE OF COMPLYING WITH EVERY STATE AND FEDERAL LAW THAT APPLIES TO THE FUNCTION THAT THE SYSTEM IS OPERATING.</p> <p>(2) ANY PROVISION IN ARTICLES 1 TO 3 OF THIS TITLE 42 AND THIS ARTICLE 4 THAT BY ITS NATURE REGULATES A HUMAN DRIVER, INCLUDING SECTION 42-2-101, DOES NOT APPLY TO AN AUTOMATED DRIVING SYSTEM, EXCEPT FOR LAWS REGULATING THE PHYSICAL DRIVING OF A VEHICLE.</p>
<p>Operator Requirements</p>	<p>42-4-242. Automated driving systems - safe harbor. (1) A PERSON MAY USE AN AUTOMATED DRIVING SYSTEM TO DRIVE A MOTOR VEHICLE OR TO CONTROL A FUNCTION OF A MOTOR VEHICLE IF THE SYSTEM IS CAPABLE OF COMPLYING WITH EVERY STATE AND FEDERAL LAW THAT APPLIES TO THE FUNCTION THAT THE SYSTEM IS OPERATING.</p>

Request for Study	<p>42-2-242(4)</p> <p>THE COLORADO DEPARTMENT OF TRANSPORTATION SHALL REPORT TO THE TRANSPORTATION LEGISLATION REVIEW COMMITTEE BY SEPTEMBER 1 OF EACH YEAR, CONCERNING THE TESTING OF AUTOMATED DRIVING SYSTEMS IN COLORADO. THE FIRST REPORT IS DUE BY SEPTEMBER 1, 2018. NOTWITHSTANDING THE PROVISIONS OF SECTION 24-1-136, THE REPORTING REQUIREMENT CONTAINED IN THIS SUBSECTION (4) CONTINUES INDEFINITELY.</p>
Vehicle Testing	
Agency/Governance	<p>42-4-242. Automated driving systems - safe harbor.</p> <p>(3)</p> <p>(a) IF AN AUTOMATED DRIVING SYSTEM IS NOT CAPABLE OF COMPLYING WITH EVERY STATE AND FEDERAL LAW THAT APPLIES TO THE FUNCTION THE SYSTEM IS OPERATING, A PERSON SHALL NOT TEST THE SYSTEM UNLESS APPROVED BY THE COLORADO STATE PATROL AND THE COLORADO DEPARTMENT OF TRANSPORTATION, IN ACCORDANCE WITH A PROCESS OVERSEEN BY THE COLORADO STATE PATROL AND THE COLORADO DEPARTMENT OF TRANSPORTATION.</p> <p>(b) A PERSON WHO VIOLATES THIS SUBSECTION (3) COMMITS A CLASS B TRAFFIC INFRACTION. UPON DETERMINING THAT THERE IS PROBABLE CAUSE TO BELIEVE THAT A MOTOR VEHICLE WAS USED TO VIOLATE THIS SUBSECTION (3), A PEACE OFFICER OF THE STATE PATROL MAY IMPOUND OR IMMOBILIZE THE MOTOR VEHICLE UNTIL THE PERSON WHO VIOLATED THIS SECTION HAS OBTAINED THE REQUIRED APPROVAL IN ACCORDANCE WITH SUBSECTION (3)(a) OF THIS SECTION OR SIGNED AN AFFIDAVIT, UNDER PENALTY OF PERJURY, STATING THE PERSON'S INTENTION TO CEASE USING THE AUTOMATED DRIVING SYSTEM IN COLORADO WITHOUT THE REQUIRED APPROVAL.</p>

	<p>(4) THE COLORADO DEPARTMENT OF TRANSPORTATION SHALL REPORT TO THE TRANSPORTATION LEGISLATION REVIEW COMMITTEE BY SEPTEMBER 1 OF EACH YEAR, CONCERNING THE TESTING OF AUTOMATED DRIVING SYSTEMS IN COLORADO. THE FIRST REPORT IS DUE BY SEPTEMBER 1, 2018. NOTWITHSTANDING THE PROVISIONS OF SECTION 24-1-136, THE REPORTING REQUIREMENT CONTAINED IN THIS SUBSECTION (4) CONTINUES INDEFINITELY.</p>
<p>Accident Reporting</p>	
<p>Supremacy</p>	<p>42-4-110. Provisions uniform throughout state.</p> <p>(6)(b) A STATE AGENCY OR A POLITICAL SUBDIVISION OF THE STATE SHALL NOT ADOPT OR ENFORCE A POLICY, RULE, OR ORDINANCE THAT SETS STANDARDS FOR AN AUTOMATED DRIVIN SYSTEM THAT ARE DIFFERENT FROM THE STANDARDS SET FOR A HUMAN DRIVER.</p> <p>42-4-242. Automated driving systems - safe harbor.</p> <p>(1) A PERSON MAY USE AN AUTOMATED DRIVING SYSTEM TO DRIVE A MOTOR VEHICLE OR TO CONTROL A FUNCTION OF A MOTOR VEHICLE IF THE SYSTEM IS CAPABLE OF COMPLYING WITH EVERY STATE AND FEDERAL LAW THAT APPLIES TO THE FUNCTION THAT THE SYSTEM IS OPERATING.</p>
<p>Other</p>	<p>42-4-110. Provisions uniform throughout state.</p> <p>(6)</p> <p>(a) THE GENERAL ASSEMBLY HEREBY FINDS THAT THE USE OF AUTOMATED DRIVING SYSTEMS WILL HELP PEOPLE WHO MAY HAVE DIFFICULTY DRIVING, INCLUDING PEOPLE WHO ARE ELDERLY AND PEOPLE WITH DISABILITIES, GAIN ACCESS TO GOODS AND SERVICES ESSENTIAL TO DAILY LIFE. THIS ACCESS REQUIRES TRAVELING ACROSS AND IN MULTIPLE JURISDICTIONS. THEREFORE, THE REGULATION OF AUTOMATED DRIVING SYSTEMS IS A MATTER OF STATEWIDE CONCERN.</p>

(7) Connecticut, 2017 CT S 260, Enacted

Definitions	<p>(1) "Fully autonomous vehicle" means a motor vehicle that is equipped with an automated driving system, designed to function without an operator and classified as level four or level five by SAE J3016;</p> <p>(2) "Automated driving system" means the hardware and software that are collectively capable of performing the entire dynamic driving task on a sustained basis, regardless of whether the automated driving system is limited to a specific operational design domain;</p> <p>(3) "Dynamic driving task" means the real-time operational and tactical functions required to operate a motor vehicle on highways, excluding the strategic functions such as trip scheduling and selection of destinations and waypoints;</p> <p>(4) "Operational design domain" means a description of the operating domains in which an automated driving system is designed to function, including, but not limited to, geographic, roadway, environmental and speed limitations;</p> <p>(5) "SAE J3016" means the "Taxonomy and Definitions for Terms Related to Driving Automation Systems for On-Road Motor Vehicles" published by SAE International in September 2016;</p> <p>(6) "Operator" means the person seated in the driver's seat of a fully autonomous vehicle;</p> <p>(7) "Autonomous vehicle tester" means an autonomous vehicle manufacturer, institution of higher education, fleet service provider or automotive equipment or technology provider;</p> <p>(8) "Fleet service provider" means a person or entity that owns or leases a fully autonomous vehicle and operates such fully autonomous vehicle for commercial or public use;</p> <p>(9) "Autonomous vehicle manufacturer" means: (A) A person or entity that builds or sells fully autonomous vehicles; (B) a person or entity that installs automated driving systems in motor vehicles that are not originally built as fully autonomous vehicles; or (C) a person or entity that develops automated driving systems in fully autonomous vehicles or motor vehicles that are not originally built as fully autonomous vehicles;</p> <p>(10) "Secretary" means the Secretary of the Office of Policy and Management; and</p>
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	(11) "Highway", "limited access highway" and "operator's license" have the same meanings as defined in section 14-1 of the general statutes.
Insurance and Liability	(d) An autonomous vehicle tester shall not test a fully autonomous vehicle in a municipality unless[, <i>inter alia</i>]: (2) The autonomous vehicle tester: (B) submits to the commissioner, in a manner and form directed by the commissioner, proof of liability insurance, self-insurance or a surety bond of at least five million dollars for damages by reason of bodily injury, death or property damage caused by a fully autonomous vehicle; and
Operation on Public Roads	<i>See Vehicle Testing</i>
Privacy of Collected Vehicle Data	<u>Data Collection</u> (g) An autonomous vehicle tester that participates in the pilot program shall provide information to the secretary and the task force established pursuant to section 2 of this act that the secretary and task force deem to be appropriate for measuring the performance of the pilot program. The autonomous vehicle tester may withhold any commercially valuable, confidential or proprietary information.
Vehicle Inspection Requirements	
Infrastructure and Connected Vehicles	
Licensing and Registration	(d) An autonomous vehicle tester shall not test a fully autonomous vehicle in a municipality unless[, <i>inter alia</i>]: (1) The operator is: (E) a holder of an operator's license; (2) The autonomous vehicle tester: (A) Registers each fully autonomous vehicle to be tested with the Commissioner of Motor Vehicles pursuant to section 14-12 of the general statutes; and (B) submits to the commissioner, in a manner and form directed by the commissioner, proof of liability insurance, self-insurance

	<p>or a surety bond of at least five million dollars for damages by reason of bodily injury, death or property damage caused by a fully autonomous vehicle; and</p> <p>(3) The operator and autonomous vehicle tester: (A) Comply with any provision of the general statutes or any ordinance of a municipality concerning the operation of motor vehicles; (B) comply with standards established by the National Highway Traffic Safety Administration regarding fully autonomous vehicles; and (C) satisfy any other requirement as determined by the secretary, in consultation with the Commissioners of Motor Vehicles, Transportation and Emergency Services and Public Protection, as necessary to ensure the safe operation of such fully autonomous vehicle.</p> <p><u>Prohibiting or Revoking License to Test</u></p> <p>(f) The secretary may immediately prohibit an operator or autonomous vehicle tester from testing a fully autonomous vehicle if the secretary, in consultation with the Commissioners of Motor Vehicles, Transportation and Emergency Services and Public Protection, determines that such testing poses a risk to public safety or that such operator or autonomous vehicle tester fails to comply with the provisions of this section or with the requirements of the pilot program.</p>
Operator Requirements	<p>(d) An autonomous vehicle tester shall not test a fully autonomous vehicle in a municipality unless:</p> <p>(1) The operator is: (A) Seated in the driver's seat of the fully autonomous vehicle; (B) monitoring the operation of such fully autonomous vehicle; (C) capable of taking immediate manual control of such fully autonomous vehicle; (D) an employee, independent contractor or other person designated and trained by the autonomous vehicle tester concerning the capabilities and limitations of such fully autonomous vehicle; and (E) a holder of an operator's license;</p> <p>and</p> <p>(3) The operator and autonomous vehicle tester: (A) Comply with any provision of the general statutes or any ordinance of a municipality concerning the operation of motor vehicles; (B) comply with standards established by the National Highway Traffic Safety Administration regarding fully autonomous vehicles; and (C) satisfy any</p>

	<p>other requirement as determined by the secretary, in consultation with the Commissioners of Motor Vehicles, Transportation and Emergency Services and Public Protection, as necessary to ensure the safe operation of such fully autonomous vehicle.</p>
<p>Request for Study</p>	<p><u>Autonomous Driving Study Task Force</u></p> <p>(a) There is established a task force to study fully autonomous vehicles. Such study shall include, but need not be limited to, (1) an evaluation of the standards established by the National Highway Traffic Safety Administration regarding state responsibilities for regulating fully autonomous vehicles, (2) an evaluation of laws, legislation and regulations proposed or enacted by other states to regulate fully autonomous vehicles, (3) recommendations on how the state should regulate fully autonomous vehicles through legislation and regulation, and (4) an evaluation of the pilot program established pursuant to section 1 of this act.</p> <p>(b) The task force shall consist of the following members:</p> <ul style="list-style-type: none"> (1) One appointed by the speaker of the House of Representatives; (2) One appointed by the president pro tempore of the Senate; (3) One appointed by the majority leader of the House of Representatives; (4) One appointed by the majority leader of the Senate; (5) One appointed by the minority leader of the House of Representatives; (6) One appointed by the minority leader of the Senate; (7) One appointed by the Senate chairperson of the joint standing committee of the General Assembly having cognizance of matters relating to transportation; (8) One appointed by the Senate ranking member of the joint standing committee of the General Assembly having cognizance of matters relating to transportation; (9) One appointed by the House chairperson of the joint standing committee of the General Assembly having cognizance of matters relating to transportation;

(10) Two appointed by the Governor, one of whom has expertise in autonomous vehicles and one of whom has expertise in insurance;

(11) The Secretary of the Office of Policy and Management, or the secretary's designee;

(12) The Commissioner of Motor Vehicles, or the commissioner's designee;

(13) The Commissioner of Transportation, or the commissioner's designee; and

(14) The Commissioner of Emergency Services and Public Protection, or the commissioner's designee.

(c) Any member of the task force appointed under subdivisions (1) to (10), inclusive, of subsection (b) of this section may be a member of the General Assembly.

(d) All appointments to the task force shall be made not later than thirty days after the effective date of this section. Any vacancy shall be filled by the appointing authority.

(e) The speaker of the House of Representatives and the president pro tempore of the Senate shall select the chairpersons of the task force from among the members of the task force. Such chairpersons shall schedule the first meeting of the task force, which shall be held not later than sixty days after the effective date of this section.

(f) The administrative staff of the joint standing committee of the General Assembly having cognizance of matters relating to transportation shall serve as administrative staff of the task force.

(g) The task force shall submit, in accordance with section 11-4a of the general statutes, the following reports regarding its findings and any recommendations for proposed legislation to the joint standing committee of the General Assembly having cognizance of matters relating to transportation: (1) An interim report not later than January 1, 2018; (2) an interim report not later than July 1, 2018; and (3) a final report not later than January 1, 2019. The task force shall terminate on the date that it submits the final report or January 1, 2019, whichever is later.

Intergovernmental Reporting

(h) Not later than January 1, 2019, and annually thereafter, the secretary shall submit a report to the joint standing committee of the General Assembly having cognizance of matters relating to

	<p>transportation, in accordance with section 11-4a of the general statutes, concerning the implementation and progress of the pilot program.</p>
<p>Vehicle Testing</p>	<p><u>Testing Program</u></p> <p>(b) The Office of Policy and Management, in consultation with the Departments of Motor Vehicles, Transportation and Emergency Services and Public Protection, shall establish a pilot program for not more than four municipalities to allow autonomous vehicle testers to test fully autonomous vehicles on the highways of such municipalities. Municipalities shall apply to the Secretary of the Office of Policy Management in the manner and form directed by the secretary for inclusion in the pilot program. The secretary shall select at least one municipality with a population of at least one hundred twenty thousand, but not more than one hundred twenty-four thousand, and one municipality with a population of at least one hundred thousand, as enumerated in the 2010 federal decennial census.</p> <p><u>Testing Plans</u></p> <p>(c) The chief elected official or chief executive officer of a municipality selected by the secretary shall select and enter into a written agreement with an autonomous vehicle tester or autonomous vehicle testers to test fully autonomous vehicles on the highways of the municipality. Such agreement shall, at a minimum: (1) Specify the locations and routes where such fully autonomous vehicles may operate; (2) prohibit the operation of such fully autonomous vehicles outside such locations and routes except in the case of an emergency; (3) identify each fully autonomous vehicle to be tested by vehicle identification number, make, year and model; and (4) specify the hours of operation of such fully autonomous vehicles.</p> <p><u>Requirements for Testing in Municipality</u></p> <p>(d) An autonomous vehicle tester shall not test a fully autonomous vehicle in a municipality unless:</p> <p>(1) The operator is: (A) Seated in the driver's seat of the fully autonomous vehicle; (B) monitoring the operation of such fully autonomous vehicle; (C) capable of taking immediate manual control of such fully autonomous vehicle; (D) an employee, independent contractor or other person designated and trained by the autonomous vehicle tester concerning the capabilities and limitations of such</p>

	<p>fully autonomous vehicle; and (E) a holder of an operator's license;</p> <p>(2) The autonomous vehicle tester: (A) Registers each fully autonomous vehicle to be tested with the Commissioner of Motor Vehicles pursuant to section 14-12 of the general statutes; and (B) submits to the commissioner, in a manner and form directed by the commissioner, proof of liability insurance, self-insurance or a surety bond of at least five million dollars for damages by reason of bodily injury, death or property damage caused by a fully autonomous vehicle; and</p> <p>(3) The operator and autonomous vehicle tester: (A) Comply with any provision of the general statutes or any ordinance of a municipality concerning the operation of motor vehicles; (B) comply with standards established by the National Highway Traffic Safety Administration regarding fully autonomous vehicles; and (C) satisfy any other requirement as determined by the secretary, in consultation with the Commissioners of Motor Vehicles, Transportation and Emergency Services and Public Protection, as necessary to ensure the safe operation of such fully autonomous vehicle.</p> <p><u>Testing on Limited Access Highway</u></p> <p>(e) No autonomous vehicle tester shall test a fully autonomous vehicle on any limited access highway.</p>
<p>Agency/Governance</p>	<p><u>Testing Program</u></p> <p>(b) The Office of Policy and Management, in consultation with the Departments of Motor Vehicles, Transportation and Emergency Services and Public Protection, shall establish a pilot program for not more than four municipalities to allow autonomous vehicle testers to test fully autonomous vehicles on the highways of such municipalities. Municipalities shall apply to the Secretary of the Office of Policy Management in the manner and form directed by the secretary for inclusion in the pilot program. The secretary shall select at least one municipality with a population of at least one hundred twenty thousand, but not more than one hundred twenty-four thousand, and one municipality with a population of at least one hundred thousand, as enumerated in the 2010 federal decennial census.</p> <p><u>Generally</u></p>

	<p>(d) An autonomous vehicle tester shall not test a fully autonomous vehicle in a municipality unless:</p> <p>(2) The autonomous vehicle tester: (A) Registers each fully autonomous vehicle to be tested with the Commissioner of Motor Vehicles pursuant to section 14-12 of the general statutes; and (B) submits to the commissioner, in a manner and form directed by the commissioner, proof of liability insurance, self-insurance or a surety bond of at least five million dollars for damages by reason of bodily injury, death or property damage caused by a fully autonomous vehicle; and</p> <p>(3) The operator and autonomous vehicle tester: (A) Comply with any provision of the general statutes or any ordinance of a municipality concerning the operation of motor vehicles; (B) comply with standards established by the National Highway Traffic Safety Administration regarding fully autonomous vehicles; and (C) satisfy any other requirement as determined by the secretary, in consultation with the Commissioners of Motor Vehicles, Transportation and Emergency Services and Public Protection, as necessary to ensure the safe operation of such fully autonomous vehicle.</p>
Accident Reporting	
Supremacy	
Other	

(8) Delaware, EO 14

Definitions	
Insurance and Liability	
Operation on Public Roads	
Privacy of Collected Vehicle Data	
Vehicle Inspection Requirements	
Infrastructure and Connected Vehicles	
Licensing and Registration	
Operator Requirements	
Request for Study	<p>WHEREAS, connected and autonomous vehicles are becoming more prevalent and have the potential to radically transform how the world works, plays and lives; and</p> <p>WHEREAS, vehicle-to-vehicle and vehicle-to-infrastructure technologies are being developed by every automotive manufacturer; and</p> <p>WHEREAS, the economic impact of this new mobility opportunity could mean a better quality of life for Delawareans and spur businesses; and</p> <p>WHEREAS, Delaware is uniquely able to be an early adopter in the connected and automated vehicle space due to its robust telecommunications system, the Delaware Department of Transportation’s (“DelDOT”) multi-modal mission, the State’s ownership and operation of over 90% of the roads and traffic signals, and its culture of innovation; and</p> <p>WHEREAS, Delaware has continually upgraded and invested in its telecommunications and IT systems over the last 20 years, including DelDOT’s Integrated Transportation Management System (ITMS); and</p> <p>WHEREAS, Delaware should be a proving ground for manufacturers of connected and autonomous vehicles as well as the Intelligent Transportation System’s technology infrastructure that will be required; and</p> <p>WHEREAS, there is a need to evaluate the impact this emerging technology will have on public safety, cyber security, legal issues, privacy and the design and construction of the transportation network; and</p>

WHEREAS, it is important to review Delaware laws relating to the regulation of connected and autonomous vehicles and their drivers, and how the laws relate to the rules of the road, in order to remove barriers to entry for companies interested in participating in the new era of transportation;

NOW, THEREFORE, I, JOHN C. CARNEY, by virtue of the authority vested in me as Governor of the State of Delaware, do hereby declare and order the following:

1. The Advisory Council on Connected and Autonomous Vehicles is hereby established. The Advisory Council shall consist of no less than 19 members:

- a. The Secretary of the Delaware Department of Transportation (“DelDOT”);
- b. The Director of the Division of Small Business, Development and Tourism Office;
- c. The Secretary of Delaware Safety & Homeland Security (“DSHS”);
- d. The Attorney General of Delaware;
- e. The Chief Information Officer of the Department of Technology and Information;
- f. The Director of the Delaware Division of Motor Vehicles (“DMV”)
- g. Two Representatives appointed by the Speaker of the House;
- h. Two Representatives appointed by the President Pro Tempore of the Senate;
- i. The Chairperson of the Delaware Automobile and Truck Dealers’ Association;
- j. A Representative of the American Automobile Association (AAA) Mid-Atlantic.
- k. The Delaware Insurance Commissioner;
- l. The President of the Alliance of Automobile Manufacturers;
- m. The President of the Delaware Motor Transport Association;
- n. The Director of the University of Delaware Institute for Public Administration
- o. The Chair of the Wilmington Metropolitan Area Planning Council;
- p. The Chair of the Dover/Kent Metropolitan Area Planning Council;
- q. The Sussex County Administrator; and
- r. Such other persons as the Governor may from time to time appoint.

2. Members serving by virtue of position may appoint a designee to serve in their stead and at their pleasure.

	<p>3. Additional members may be appointed by and serve at the pleasure of the Governor. The Governor may appoint a chairperson from among the members.</p> <p>4. DeIDOT shall provide staff and fiscal support to the Advisory Council as part of DeIDOT’s ongoing responsibility.</p> <p>5. The Advisory Council is tasked with developing recommendations for innovative tools and strategies that can be used to prepare Delaware’s transportation network for connected and autonomous vehicles. The Advisory Council shall make recommendations regarding at least the following subject areas:</p> <ul style="list-style-type: none"> a. Promoting economic development b. Technology, security and privacy c. Transportation network infrastructure d. Impacts on public and highway safety <p>6. The Advisory Council shall provide a report of its activities and any recommendations within one year of the signing of the Executive Order to the Governor and General Assembly.</p>
Vehicle Testing	
Agency/Governance	
Accident Reporting	
Supremacy	
Other	

(9) D.C., None

(10) Florida, 2017 FL S 784, Tabled; 2017 FL S 1118, Tabled; §316.851, et seq. Enacted

Definitions	
Insurance and Liability	<p><u>Providing Prearranged Rides</u></p> <p>(2017 FL S 784) (Tabled)</p> <p>§316.851</p> <p>(1) An autonomous vehicle used by a transportation network company to provide a prearranged ride must be covered by automobile insurance as required by s. 627.748, regardless of</p>

	<p>whether a human operator is physically present within the vehicle when the ride occurs. When an autonomous vehicle is logged on to a digital network but is not engaged in a prearranged ride, the autonomous vehicle must maintain insurance coverage as defined in s. 627.748(7)(b).</p> <p>(2) An autonomous vehicle used to provide a transportation service shall carry in the vehicle proof of coverage satisfying the requirements of this section at all times while operating in autonomous mode.</p> <p>(2017 FL S 1118) (Tabled)</p> <p>316.851 Autonomous vehicles; providing prearranged rides. --</p> <p>(1) An autonomous vehicle used by a transportation network company to provide a prearranged ride must be covered by automobile insurance as required by s. 627.748, regardless of whether a human operator is physically present within the vehicle when the ride occurs. When an autonomous vehicle is logged on to a digital network but is not engaged in a prearranged ride, the autonomous vehicle must maintain insurance coverage as defined in s. 627.748(7)(b).</p> <p>(2) An autonomous vehicle used to provide a transportation service shall carry in the vehicle proof of coverage satisfying the requirements of this section at all times while operating in autonomous mode.</p>
<p>Operation on Public Roads</p>	<p>§316.85 (Enacted)</p> <p>(1) A person who possesses a valid driver license may operate an autonomous vehicle in autonomous mode on roads in this state if the vehicle is equipped with autonomous technology, as defined in s. 316.003.</p> <p>(2) For purposes of this chapter, unless the context otherwise requires, a person shall be deemed to be the operator of an autonomous vehicle operating in autonomous mode when the person causes the vehicle's autonomous technology to engage, regardless of whether the person is physically present in the vehicle while the vehicle is operating in autonomous mode.</p> <p>(2017 FL S 784) (Tabled)</p>

	<p>§ 316.85-9(1) A person who possesses a valid driver license may operate an autonomous vehicle, or may engage autonomous technology to operate an autonomous vehicle, in autonomous mode on roads in this state if the vehicle is equipped with autonomous technology, as defined in s. 316.003. A person who does not possess a valid driver license may engage autonomous technology to operate an autonomous vehicle in autonomous mode only if the vehicle is equipped with autonomous technology, as defined in s. 316.003, and if the vehicle has no capability or means by which the person inside the vehicle is able to take control of the vehicle's operation or to disengage the autonomous technology, regardless of where the person is seated within the vehicle.</p> <p>(2017 FL S 1118) (Tabled)</p> <p>316.853 Automated mobility districts. --</p> <p>(1) For the purpose of this section, an "automated mobility district" means a master planned development or combination of contiguous developments in which the deployment of autonomous vehicles as defined in s. 316.003 as the basis for a shared mobility system is a stated goal or objective of the development or developments.</p> <p>(2) The Department of Transportation shall designate automated mobility districts.</p> <p>(3) In determining the eligibility of a community for designation as an automated mobility district, the Department of Transportation shall consider applicable criteria from federal agencies for automated mobility districts and apply those criteria to eligible developments in this state.</p>
Privacy of Collected Vehicle Data	
Vehicle Inspection Requirements	
Infrastructure and Connected Vehicles	
Licensing and Registration	(2017 FL S 784) (Tabled)

	<p>§ 316.85-9(1) A person who possesses a valid driver license may operate an autonomous vehicle, or may engage autonomous technology to operate an autonomous vehicle, in autonomous mode on roads in this state if the vehicle is equipped with autonomous technology, as defined in s. 316.003. A person who does not possess a valid driver license may engage autonomous technology to operate an autonomous vehicle in autonomous mode only if the vehicle is equipped with autonomous technology, as defined in s. 316.003, and if the vehicle has no capability or means by which the person inside the vehicle is able to take control of the vehicle's operation or to disengage the autonomous technology, regardless of where the person is seated within the vehicle.</p>
Operator Requirements	<p>(2017 FL S 1118) (Tabled)</p> <p>319.145 Autonomous vehicles. --</p> <p>(1) An autonomous vehicle registered in this state must continue to meet applicable federal standards and regulations for such motor vehicle. The vehicle must:</p> <p>(a) Have a system to safely alert the operator if an autonomous technology failure is detected while the autonomous technology is engaged. When an alert is given, the system must:</p> <ol style="list-style-type: none"> 1. Require the operator to take control of the autonomous vehicle; or 2. If the human operator does not, or is not able to, take control of the autonomous vehicle, or if a human operator is not physically present in the vehicle, be capable of bringing the vehicle to a complete stop.
Request for Study	
Vehicle Testing	
Agency/Governance	<p>2017 FL S 1118 (Tabled)</p> <p>316.0898 Florida Smart City Challenge grant program. --</p> <p>(1) The Department of Transportation, in consultation with the Department of Highway Safety and Motor Vehicles, shall develop the Florida Smart City Challenge grant program and shall establish</p>

grant award requirements for municipalities or regions for the purpose of receiving grant awards. Grant applicants must demonstrate and document the adoption of emerging technologies and their impact on the transportation system and must address at least the following focus areas:

- (a) Autonomous vehicles.
- (b) Connected vehicles.
- (c) Sensor-based infrastructure.
- (d) Collecting and using data.
- (e) Electric vehicles, including charging stations.
- (f) Developing strategic models and partnerships.

(2) The goals of the grant program include, but are not limited to:

- (a) Identifying transportation challenges and identifying how emerging technologies can address those challenges.
- (b) Determining the emerging technologies and strategies that have the potential to provide the most significant impacts.
- (c) Encouraging municipalities to take significant steps to integrate emerging technologies into their day-to-day operations.
- (d) Identifying the barriers to implementing the grant program and communicating those barriers to the Legislature and appropriate agencies and organizations.
- (e) Leveraging the initial grant to attract additional public and private investments.
- (f) Increasing the state's competitiveness in the pursuit of grants from the United States Department of Transportation, the United States Department of Energy, and other federal agencies.
- (g) Committing to the continued operation of programs implemented in connection with the grant.
- (h) Serving as a model for municipalities nationwide.

	<p>(i) Documenting the costs and impacts of the grant program and lessons learned during implementation.</p> <p>(j) Identifying solutions that will demonstrate local or regional economic impact.</p> <p>(3) The Department of Transportation shall develop eligibility, application, and selection criteria for the program grants and a plan for the promotion of the grant program to municipalities or regions of this state as an opportunity to compete for grant funding, including the award of grants to a single recipient and secondary grants to specific projects of merit within other applications. The Department of Transportation may contract with a third party that demonstrates knowledge and expertise in the focuses and goals of this section to provide guidance in the development of the requirements of this section.</p> <p>(4) On or before January 1, 2018, the Department of Transportation shall submit the grant program guidelines and plans for promotion of the grant program to the Governor, the President of the Senate, and the Speaker of the House of Representatives.</p>
Accident Reporting	
Supremacy	
Other	

(11) Georgia, 2017 GA S 219, Enacted; 2017 GA S 218, Pending

38)	<p>2017 GA S 219, Enacted</p> <p><u>Definitions, 40-1-1</u></p> <p>(5.1) 'Automated driving system' means 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."</p> <p>(15.2) 'Dynamic driving task' means 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 waypoints, including without limitation:</p>
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- (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.

"(17.2) 'Fully autonomous vehicle' means a motor vehicle equipped with an automated driving system that has the capability to perform all aspects of the dynamic driving task without a human driver within a limited or unlimited operational design domain and will not at any time request that a driver assume any portion of the dynamic driving task when the automated driving system is operating within its operational design domain.

"(27.1) 'Minimal risk condition' means a low-risk operating mode in which a fully autonomous vehicle operating without a human driver achieves a reasonably safe state, such as bringing the vehicle to a complete stop, upon experiencing a failure of the vehicle's automated driving system that renders the vehicle unable to perform the entire dynamic driving task."

"(37.1) 'Operational design domain' means a description of the specific operating domains in which an automated driving system is designed to effectively operate, including but not limited to geographic limitations, roadway types, speed range, and environmental conditions such as weather and limited visibility.

(38) 'Operator' means any person who drives or is in actual physical control of a motor vehicle or who causes a fully autonomous vehicle to move or travel with the automated driving system engaged."

2017 GA S 218, Pending

"(5.1) 'Autonomous technology' means technology installed in a motor vehicle that performs all driving tasks for a vehicle without requiring a human driver to be present within such vehicle. For purposes of this paragraph, the term 'driving tasks' means operational tasks, including steering, braking, accelerating, and

	<p>monitoring of a vehicle and the roadway, and tactical tasks, including responding to events, determining when to change lanes, turning, using signals, and other related actions.</p> <p>(5.2) 'Autonomous vehicle' means any motor vehicle, including a commercial motor vehicle, equipped with autonomous technology."</p> <p>"(20.1) 'Human driver' means a natural person with immediate access to controls for steering, braking, and accelerating."</p> <p>"(27.1) 'Minimal risk mode' means a fallback operating mode in which an autonomous vehicle operating without a human driver achieves a reasonably safe state, such as bringing the vehicle to a complete stop."</p>
<p>Insurance and Liability</p>	<p>2017 GA S 219, Enacted</p> <p><u>Scene of Accident</u></p> <p>40-6-279. Notwithstanding the provisions of this chapter to the contrary, when an accident involves a fully autonomous vehicle with the automated driving system engaged, the requirements of subsection (a) of Code Sections 40-6-270, 40-6-271, 40-6-272, 40-6-273, and 40-6-273.1 shall be deemed satisfied if such fully autonomous vehicle remains on the scene of such accident as required by law and such fully autonomous vehicle or operator promptly contacts a local law enforcement agency and communicates the information required by this chapter."</p> <p><u>Operation Requirements 40-8-11.</u></p> <p>(a) A person may operate a fully autonomous vehicle with the automated driving system engaged without a human driver being present in the vehicle, provided that such vehicle:</p> <p>(3) Can achieve a minimal risk condition in the event of a failure of the automated driving system that renders that system unable to perform the entire dynamic driving task relevant to its intended operational design domain;</p> <p>(4)</p> <p>(A) Until December 31, 2019, is covered by motor vehicle liability coverage equivalent to 250 percent of that which is required under:</p>

(i) Indemnity and liability insurance equivalent to the limits specified in Code Section 40-1-166; or

(ii) Self-insurance pursuant to Code Section 33-34-5.1 equivalent to, at a minimum, the limits specified in Code Section 40-1-166; and

(B) On and after January 1, 2020, is covered by motor vehicle liability coverage equivalent to, at a minimum:

(i) Indemnity and liability insurance equivalent to the limits specified in Code Section 40-1-166; or

(ii) Self-insurance pursuant to Code Section 33-34-5.1 equivalent to, at a minimum, the limits specified in Code Section 40-1-166; and

2017 GA S 218, Pending

Liability 40-1-210.

Whenever a human driver is in a motor vehicle during its use, such driver shall be responsible for the vehicle's operation regardless of whether the vehicle is equipped with autonomous technology and regardless of whether such technology is engaged.

Liability 40-1-215.

(a) The original manufacturer of a vehicle converted by a third party into an autonomous vehicle shall not be liable in, and shall have a defense to and be dismissed from, any legal action brought against the original manufacturer by any person injured due to an alleged vehicle defect caused by the conversion of the vehicle, or by equipment installed by the converter, unless the alleged defect was present in the vehicle as originally manufactured.

(b) A developer of autonomous technology shall not be liable in, and shall have a defense to and be dismissed from, any legal action brought against the developer by any person injured due to an alleged defect caused by a modification to the autonomous technology made without the developer's consent, unless the alleged defect was present in the autonomous technology prior to such modification.

	<p>(c) Nothing in this Code section supersedes or otherwise affects the contractual obligations, if any, between a motor vehicle manufacturer or developer of autonomous technology and a converter or modifier.</p>
<p>Operation on Public Roads</p>	<p>2017 GA S 219, Enacted</p> <p><u>Operation Requirements 40-8-11.</u></p> <p>(a) A person may operate a fully autonomous vehicle with the automated driving system engaged without a human driver being present in the vehicle, provided that such vehicle:</p> <p>(1) Unless an exemption has been granted under applicable federal or state law, is capable of being operated in compliance with Chapter 6 of this title and this chapter and has been, at the time of its manufacture, certified by the manufacturer as being in compliance with applicable federal motor vehicle safety standards;</p> <p>(2) Has the capability to meet the requirements of Code Section 40-6-279;</p> <p>(3) Can achieve a minimal risk condition in the event of a failure of the automated driving system that renders that system unable to perform the entire dynamic driving task relevant to its intended operational design domain;</p> <p>(4)</p> <p>(A) Until December 31, 2019, is covered by motor vehicle liability coverage equivalent to 250 percent of that which is required under:</p> <p>(i) Indemnity and liability insurance equivalent to the limits specified in Code Section 40-1-166; or</p> <p>(ii) Self-insurance pursuant to Code Section 33-34-5.1 equivalent to, at a minimum, the limits specified in Code Section 40-1-166; and</p> <p>(B) On and after January 1, 2020, is covered by motor vehicle liability coverage equivalent to, at a minimum:</p>

	<p>(i) Indemnity and liability insurance equivalent to the limits specified in Code Section 40-1-166; or</p> <p>(ii) Self-insurance pursuant to Code Section 33-34-5.1 equivalent to, at a minimum, the limits specified in Code Section 40-1-166; and</p> <p>(5) Is registered in accordance with Code Section 40-2-20 and identified on such registration as a fully autonomous vehicle or lawfully registered outside of this state.</p> <p>(b) It shall be the responsibility of the occupants of a fully autonomous vehicle to comply with the requirements of Code Sections 40-8-76 and 40-8-76.1 regarding the use of safety belts and child passenger restraining systems.</p> <p>(c) Unless otherwise provided in this Code section, fully autonomous vehicles, automated driving systems, and any commercial use or operation of fully autonomous vehicles shall be governed by this Code section, Code Sections 40-1-1 and 40-5-21, Chapter 6 of this title, and this chapter notwithstanding any other provision of law to the contrary. No rules or regulations relative to the operation of fully autonomous vehicles or automated driving systems shall be adopted which limit the authority to operate such vehicles or systems conferred by this Code section."</p> <p>2017 GA S 218, Pending</p> <p><u>Operation Without Human 40-1-211.</u></p> <p>(a) A person may operate an autonomous vehicle without the presence of a human driver if the following conditions are met:</p> <p>(1) The person has submitted proof satisfactory to the Department of Public Safety that the autonomous vehicle is covered by insurance or proof of self-insurance that satisfies the requirements of Chapter 34 of Title 33;</p> <p>(2) The autonomous vehicle can enter a minimal risk mode if the autonomous technology experiences a critical safety related failure;</p> <p>(3) The autonomous vehicle is capable of operating in compliance with the applicable motor vehicle and traffic laws of this title, unless an exemption is granted by the Department of Public Safety. Notwithstanding the</p>
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	<p>foregoing, autonomous vehicles shall be exempt from Code Sections 40-8-76 and 40-8-76.1; and</p> <p>(4) The autonomous technology is capable of recording, either remotely or onboard, the autonomous vehicle basic vehicle attributes including speed, direction, system status, and geographic location for the 30 seconds before any roadway collision between the autonomous vehicle and another vehicle, object, or natural person. The format of such recording may be determined at the discretion of the owner or authorized operator of the autonomous vehicle.</p> <p>(b) No agency or other state entity shall impose requirements specific to the operation of autonomous vehicles or autonomous technology in addition to or otherwise inconsistent with the requirements of this article.</p> <p><u>Compliance with other law 40-1-212.</u></p> <p>(a) An autonomous vehicle shall comply with applicable federal regulations for such motor vehicle, unless an exemption is granted.</p> <p>(b) An autonomous vehicle shall comply with any equipment requirements of this title applicable to such motor vehicle, unless an exemption has been granted by the Department of Public Safety.</p> <p>(c) Federal regulations promulgated by the National Highway Traffic Safety Administration shall supersede any equipment requirements of this title which are found to be in conflict.</p> <p><u>Operating as fully automated vehicle without human 40-1-214.</u></p> <p>When an autonomous vehicle is operated without a human driver, the autonomous technology shall be considered the driver or operator of an autonomous vehicle for purposes of determining conformance to any applicable traffic or motor vehicle laws and shall be deemed to satisfy electronically all physical acts required by a driver or operator of the vehicle.</p>
<p>Privacy of Collected Vehicle Data</p>	
<p>Vehicle Inspection Requirements</p>	

Infrastructure and Connected Vehicles	
Licensing and Registration	<p>2017 GA S 219, Enacted</p> <p><u>Exemptions to Driver’s License Requirements</u></p> <p>40-5-21(13) A fully autonomous vehicle with the automated driving system engaged or the operator of a fully autonomous vehicle with the automated driving system engaged.</p> <p><u>Operation Requirements 40-8-11.</u></p> <p>(a) A person may operate a fully autonomous vehicle with the automated driving system engaged without a human driver being present in the vehicle, provided that such vehicle:</p> <p>(5) Is registered in accordance with Code Section 40-2-20 and identified on such registration as a fully autonomous vehicle or lawfully registered outside of this state.</p> <p>2017 GA S 218, Pending</p> <p><u>Registration 40-1-213.</u></p> <p>(a) An autonomous vehicle shall be properly registered in accordance with Chapter 2 of this title. If an autonomous vehicle is registered in this state, the vehicle shall be identified on such registration as an autonomous vehicle.</p> <p>(b) An autonomous vehicle shall be properly titled in accordance with Chapter 3 of this title. If an autonomous vehicle is titled in this state, such vehicle shall be identified on the title as an autonomous vehicle.</p>
Operator Requirements	<p>2017 GA S 219, Enacted</p> <p><u>Operation Requirements 40-8-11.</u></p> <p>(b) It shall be the responsibility of the occupants of a fully autonomous vehicle to comply with the requirements of Code Sections 40-8-76 and 40-8-76.1 regarding the use of safety belts and child passenger restraining systems.</p>
Request for Study	

Vehicle Testing	
Agency/Governance	<p>2017 GA S 218, Pending</p> <p><u>Exclusive Control 40-1-217.</u></p> <p>(a) Unless otherwise provided in this article and notwithstanding any other provision of law, autonomous vehicles and autonomous technology are governed exclusively by this article.</p> <p>(b) The Department of Public Safety is the sole and exclusive state agency authorized to implement this article.</p> <p>(c) No municipality or other local or state entity may impose a tax on, or impose requirements on, an autonomous vehicle or autonomous technology."</p>
Accident Reporting	<p>2017 GA S 218, Pending</p> <p><u>Reporting 40-1-216.</u></p> <p>A person who operates an autonomous vehicle without a human driver present shall report to the Department of Public Safety any type of accident that is reportable under Code Sections 40-6-272 and 40-6-273. The Department of Public Safety shall create an appropriate form for reporting covered accidents.</p>
Supremacy	<p>2017 GA S 218, Pending</p> <p><u>Operation Without Human 40-1-211.</u></p> <p>(b) No agency or other state entity shall impose requirements specific to the operation of autonomous vehicles or autonomous technology in addition to or otherwise inconsistent with the requirements of this article.</p> <p><u>Compliance with other law 40-1-212.</u></p> <p>(a) An autonomous vehicle shall comply with applicable federal regulations for such motor vehicle, unless an exemption is granted.</p> <p>(b) An autonomous vehicle shall comply with any equipment requirements of this title applicable to such motor vehicle, unless an exemption has been granted by the Department of Public Safety.</p>

	<p>(c) Federal regulations promulgated by the National Highway Traffic Safety Administration shall supersede any equipment requirements of this title which are found to be in conflict.</p> <p><u>Exclusive Control 40-1-217.</u></p> <p>(a) Unless otherwise provided in this article and notwithstanding any other provision of law, autonomous vehicles and autonomous technology are governed exclusively by this article.</p>
Other	

(12) Hawaii, 2017 HI H 1596, Introduced

Definitions	
Insurance and Liability	<p><u>Rules</u></p> <p>The department shall adopt rules under chapter 91 to implement this part.</p>
Operation on Public Roads	<p><u>Rules</u></p> <p>The department shall adopt rules under chapter 91 to implement this part.</p>
Privacy of Collected Vehicle Data	<p><u>Rules</u></p> <p>The department shall adopt rules under chapter 91 to implement this part.</p>
Vehicle Inspection Requirements	<p><u>Rules</u></p> <p>The department shall adopt rules under chapter 91 to implement this part.</p>
Infrastructure and Connected Vehicles	<p><u>Rules</u></p> <p>The department shall adopt rules under chapter 91 to implement this part.</p>
Licensing and Registration	<p><u>Application and Approval Process</u></p> <p>The department shall establish, no later than January 1, 2019, an application and approval process by which autonomous vehicle manufacturers and other interested parties may seek to test autonomous vehicles in the State. Prior to granting any approval for testing, the department shall require, at a minimum, satisfactory evidence of the following:</p>

	<ul style="list-style-type: none"> (a) The applicant's safety record; (b) The applicant's insured or bonded status; (c) The autonomous vehicle's safety features, including the presence of a manual override feature; and (d) The ease with which the autonomous vehicle's operator can activate and deactivate the autonomous technology.
Operator Requirements	<p><u>Rules</u></p> <p>The department shall adopt rules under chapter 91 to implement this part.</p>
Request for Study	<p><u>Reporting to Legislature</u></p> <p>No later than twenty days prior to the convening of each regular session, and beginning with the regular session of 2020, the director shall submit a report to the legislature that addresses the following:</p> <ul style="list-style-type: none"> (1) The feasibility and safety implications of authorizing the operation of autonomous vehicles beyond the testing phase; (2) The adoption or amendment of relevant administrative rules issued pursuant to this part; (3) Any additional legislative action that may be required for the safe testing and operation of autonomous vehicles; and (4) Detailed information on the autonomous vehicle manufacturers and other interested parties who submitted applications pursuant to section 286-B during the preceding twelve-month period."
Vehicle Testing	<p><u>Authorization of Testing Program</u></p> <p>The director shall authorize, no later than January 1, 2018, the development of an autonomous vehicle testing program, to be administered by the department of transportation.</p> <p><u>Application and Approval Process</u></p> <p>The department shall establish, no later than January 1, 2019, an application and approval process by which autonomous vehicle manufacturers and other interested parties may seek to test autonomous vehicles in the State. Prior to granting any approval</p>

	<p>for testing, the department shall require, at a minimum, satisfactory evidence of the following:</p> <ul style="list-style-type: none"> (a) The applicant's safety record; (b) The applicant's insured or bonded status; (c) The autonomous vehicle's safety features, including the presence of a manual override feature; and (d) The ease with which the autonomous vehicle's operator can activate and deactivate the autonomous technology.
Agency/Governance	
Accident Reporting	
Supremacy	
Other	<p><u>Penalties</u></p> <p>The department shall establish administrative penalties for noncompliance with the requirements of this part or with rules adopted pursuant to chapter 91.</p>

(13) Idaho, None

(14) Illinois, 2017 IL H 791, Enacted; 2017 IL S 1432, Pending

Definitions	<p>2017 IL S 1432, Pending</p> <ul style="list-style-type: none"> (a) "Automated Driving System" (ADS) means technology installed on a motor vehicle that has the capability, on a part-time or full-time basis, to drive the vehicle without the need for supervision of the driving environment by a human driver or operator, whether or not a human driver or operator is in the vehicle. (b) "Automatic Crash Notification Technology" means a vehicle service integrating wireless communications and vehicle location technology for the purpose of determining the need for or
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facilitating emergency medical response in the event of a vehicle crash.

(c) "Department" means the Department of Motor Vehicles.

(d) "Motor Vehicle Manufacturer" means a person who has manufactured and distributed motor vehicles in the United States that are certified to comply with all applicable federal motor vehicle safety standards and that has submitted appropriate manufacturer identification information to the National Highway Traffic Safety Administration under 49 CFR part 566. "Motor Vehicle Manufacturer" also means a person who:

(1) has manufactured ADS equipped vehicles in the United States that are certified to comply with all applicable federal and state laws;

(2) has operated ADS equipped vehicles using a test driver and with an automated driving system on public roads in the United States for at least 1,000,000 miles; and

(3) has obtained an instrument of insurance, surety bond, or proof of self-insurance in the amount of at least \$10,000,000, and has provided evidence of that insurance, surety bond, or self-insurance to the Department in a form and manner required by the Department.

(e) "On-Demand Automated Motor Vehicle Network" means a digital network, software application, or other means to connect passengers to ADS equipped fleet vehicles for transportation between points chosen by the passenger.

(f) "Participating Fleet" shall mean those ADS equipped vehicles that are operating on the public roads and highways in a SAVE Project.

(g) "SAVE project" means an initiative authorizing eligible Motor Vehicle Manufacturers to make ADS equipped vehicles available to the public for operation on the public roads and highways of this State in a manner to be determined by such Motor Vehicle Manufacturers that is consistent with all of the provisions under this Act. Such operation may include, but is not limited to, making an On-Demand Automated Vehicle Network available to the public.

(h) "Two-Way Vehicle Communication Technology" means a vehicle service provided through a wireless communication device embedded in a vehicle that enables two-way communication between a vehicle occupant and the vehicle manufacturer.

Insurance and Liability	<p>2017 IL S 1432, Pending</p> <p><u>Project eligibility.</u></p> <p>Only Motor Vehicle Manufacturers are eligible to participate in a SAVE Project and they are responsible for the safe operation of the Participating Fleet.</p> <p><u>Traffic and motor vehicle laws.</u></p> <p>(a) When engaged, the ADS shall be considered the driver or operator for purposes of assessing conformance to applicable traffic or motor vehicle laws, and shall be deemed to be validly licensed to operate a motor vehicle under Section 6-101 of the Illinois Vehicle Code and Section 15 of the Transportation Network Providers Act; and shall be deemed to satisfy all the applicable requirements to be licensed under the Illinois Vehicle Code and any physical acts required of a driver or operator, including, but not limited to those required under Section 6-112 of the Illinois Vehicle Code. No motor vehicle laws of this State shall be construed as prohibiting an ADS from being the operator or driver of a motor vehicle, and no motor vehicle laws of this State shall be construed as requiring a licensed human driver to operate a vehicle that is being operated by an ADS under this Section.</p> <p>(b) SAVE project vehicles shall be insured by the applicable Motor Vehicle Manufacturer consistent with the Illinois Insurance Code.</p> <p>(c) For a SAVE project in which the ADS is in control of the vehicle, the applicable Motor Vehicle Manufacturer shall assume liability for incidents where the ADS technology is at fault for such incident, but in all cases consistent with existing insurance law and other laws.</p> <p>(d) A Motor Vehicle Manufacturer is immune from any liability for damages that arise out of any modification made by another person to a vehicle manufactured by the Motor Vehicle Manufacturer, or a system or component of the vehicle installed by the manufacturer, or to any ADS or automated technology, without the Motor Vehicle Manufacturer's written consent.</p> <p>(e) An ADS installed on a motor vehicle that is equipped with Automatic Crash Notification Technology shall be deemed to be in compliance with all applicable requirements under Article IV of Chapter 11 of the Illinois Vehicle Code if the Automatic Crash Notification Technology allows a representative of the Motor</p>

	<p>Vehicle Manufacturer to promptly connect with law enforcement to report the crash.</p> <p>(f) The requirements under Section 12-603.1 of the Illinois Vehicle Code shall be the responsibility of and apply only to human occupants of a motor vehicle. The requirements of the Child Passenger Protection Act shall be the responsibility of and apply only to the parent or guardian of the child.</p> <p>(g) The provisions of Section 11-1401 of the Illinois Vehicle Code shall not apply to an ADS installed on a vehicle in a Participating Fleet.</p> <p>(h) Except as otherwise provided in this Act, SAVE Projects are governed exclusively by this Act.</p>
<p>Operation on Public Roads</p>	<p>2017 IL S 1432, Pending</p> <p>(a) Commencement.</p> <p>(1) A Motor Vehicle Manufacturer's eligibility to participate in a SAVE project is conditioned solely upon meeting the requirements under Section 15 of this Act.</p> <p>(2) A SAVE Project may be commenced by a Motor Vehicle Manufacturer at any time after it provides notification to the Department of self-certification under Section 15 of this Act. A Motor Vehicle Manufacturer's notification to the Department shall also set forth the geographical boundaries for the SAVE project as described in subsection (b) of this Act.</p> <p>(3) Any Motor Vehicle Manufacturer may engage in multiple SAVE projects under this subsection (a).</p> <p>(b) SAVE project boundaries. A Motor Vehicle Manufacturer shall determine the geographical boundaries for a SAVE project, which may include, but are not limited to, a designated area on the public roads or highways of this State, including, but not limited to, a municipality, areas maintained by regional authorities, university campuses, developments catering to senior citizens, or other similar geographic and demographic areas. The public operation of the Participating Fleets shall be confined to the boundaries selected by a Motor Vehicle Manufacturer.</p> <p>2017 IL S 1432, Pending</p> <p><u>Enforcement.</u></p> <p>(a) Notwithstanding Section 10 of this Act, any person who operates or has operated an ADS-operated vehicle on a public road</p>

	<p>or highway in this State or another state or territory of the United States without satisfying the applicable eligibility requirements, or in express violation of a statute or regulation requiring a valid driver's license, permit, or other applicable form of authority to operate a motor vehicle, shall not operate an ADS-operated vehicle in this state.</p> <p>(b) Evidence.</p> <p>(1) A copy of the citation or other official documentation, notice, or information indicating operation without a valid driver's license, permit, or other applicable form of authority to operate, a motor vehicle shall constitute sufficient evidence to prove violation.</p> <p>(2) A vehicle operating on public roads without a human driver present in the vehicle shall be presumed to be equipped with ADS and subject to the requirements of this Act.</p> <p>(c) Any person who violates subsection (a) of this Section is subject to a fine of \$ 10,000.</p>
<p>Privacy of Collected Vehicle Data</p>	<p>2017 IL S 1432, Pending</p> <p>(c) Data collection. For the duration of a SAVE project, any participating Motor Vehicle Manufacturer shall maintain incident records and provide periodic summaries to the Department and the National Highway Traffic Safety Administration (NHTSA) related to safety for the Participating Fleet.</p> <p>(d) Disclosure and consent. Individuals participating in any SAVE Project are deemed to consent to the collection of such data while they are in the vehicle and to the later provision of anonymized data summaries to the Department and NHTSA. Prior to the commencement of and during a SAVE Project, any participating Motor Vehicle Manufacturer shall make publicly available a privacy statement disclosing its data handling practices in connection with the applicable Participating Fleet.</p>
<p>Vehicle Inspection Requirements</p>	
<p>Infrastructure and Connected Vehicles</p>	

<p>Licensing and Registration</p>	<p>2017 IL S 1432, Pending</p> <p><u>Project eligibility.</u></p> <p>Only Motor Vehicle Manufacturers are eligible to participate in a SAVE Project and they are responsible for the safe operation of the Participating Fleet. In order for a Motor Vehicle Manufacturer to be authorized to participate in a SAVE Project, it must self-certify to the conditions set forth below:</p> <p>(a) the Participating Fleet is owned or controlled by the Motor Vehicle Manufacturer and is equipped with the following attributes:</p> <p>(1) Automated Driving Systems;</p> <p>(2) Automatic Crash Notification Technology;</p> <p>(3) a data recording system with capacity to record the ADS system status and other vehicle attributes such as speed, direction, and location at a specified time period determined by the Motor Vehicle Manufacturer prior to a crash; and</p> <p>(4) Two-Way Vehicle Communication Technology;</p> <p>(b) the Participating Fleet complies with all applicable federal and State laws; and (c) subject to Section 20 of this Act, the vehicles in the Participating Fleet are capable of being operated in compliance with applicable traffic and motor vehicle laws of this State.</p> <p><u>Traffic and motor vehicle laws.</u></p> <p>(a) When engaged, the ADS shall be considered the driver or operator for purposes of assessing conformance to applicable traffic or motor vehicle laws, and shall be deemed to be validly licensed to operate a motor vehicle under Section 6-101 of the Illinois Vehicle Code and Section 15 of the Transportation Network Providers Act; and shall be deemed to satisfy all the applicable requirements to be licensed under the Illinois Vehicle Code and any physical acts required of a driver or operator, including, but not limited to those required under Section 6-112 of the Illinois Vehicle Code. No motor vehicle laws of this State shall be construed as prohibiting an ADS from being the operator or driver of a motor vehicle, and no motor vehicle laws of this State</p>
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	shall be construed as requiring a licensed human driver to operate a vehicle that is being operated by an ADS under this Section.
Operator Requirements	
Request for Study	
Vehicle Testing	
Agency/Governance	<p>2017 IL H 791, Enacted</p> <p>625 ILCS 51/11-208(e-5)</p> <p>A unit of local government, including a home rule unit, may not enact an ordinance prohibiting the use of Automated Driving System equipped vehicles on its roadways. Nothing in this subsection (e-5) shall affect the authority of a unit of local government to regulate Automated Driving System equipped vehicles for traffic control purposes. No unit of local government, including a home rule unit, may regulate Automated Driving System equipped vehicles in a manner inconsistent with this Code. For purposes of this subsection (e-5), "Automated Driving System equipped vehicle" means any vehicle equipped with an Automated Driving System of 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 domain. This subsection (e-5) is a limitation under subsection (i) of Section 6 of Article VII of the Illinois Constitution on the concurrent exercise by home rule units of powers and functions exercised by the State.</p>
Accident Reporting	
Supremacy	<p>2017 IL H 791, Enacted</p> <p>625 ILCS 51/11-208(e-5)</p> <p>A unit of local government, including a home rule unit, may not enact an ordinance prohibiting the use of Automated Driving System equipped vehicles on its roadways. Nothing in this subsection (e-5) shall affect the authority of a unit of local government to regulate Automated Driving System equipped vehicles for traffic control purposes. No unit of local government, including a home rule unit, may regulate Automated Driving System equipped vehicles in a manner inconsistent with this Code. For purposes of this subsection (e-5), "Automated Driving System</p>

	<p>equipped vehicle" means any vehicle equipped with an Automated Driving System of 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 domain. This subsection (e-5) is a limitation under subsection (i) of Section 6 of Article VII of the Illinois Constitution on the concurrent exercise by home rule units of powers and functions exercised by the State.</p> <p>2017 IL S 1432, Pending</p> <p><u>Traffic and motor vehicle laws.</u></p> <p>(g) The provisions of Section 11-1401 of the Illinois Vehicle Code shall not apply to an ADS installed on a vehicle in a Participating Fleet.</p> <p>(h) Except as otherwise provided in this Act, SAVE Projects are governed exclusively by this Act.</p> <p><u>Home Rule</u></p> <p>The regulation of SAVE projects is the exclusive power and function of the State. A home rule unit may not regulate SAVE projects. This Section is a denial and limitation of home rule powers and functions under subsection (h) of Article VII of the Illinois Constitution.</p>
Other	

(15) Indiana, None

(16) Iowa, 2017 IA HSB 111, Pending

Definitions	
Insurance and Liability	
Operation on Public Roads	<p><u>Motor truck distance requirements</u></p> <p>The driver of any motor truck, including but not limited to a motor truck using cooperative adaptive cruise control or any other automated driving technology approved by the department to travel in a connected platoon, or of a motor vehicle drawing another vehicle, when traveling upon a roadway, outside of a business or residence district shall not follow within three hundred feet of another motor truck, or of a motor vehicle drawing another vehicle. The provisions of this section shall not be construed to</p>

	prevent overtaking and passing nor shall the same apply upon any lane specially designated for use by motor trucks.
Privacy of Collected Vehicle Data	
Vehicle Inspection Requirements	
Infrastructure and Connected Vehicles	
Licensing and Registration	
Operator Requirements	
Request for Study	
Vehicle Testing	
Agency/Governance	
Accident Reporting	
Supremacy	
Other	

(17) Kansas, None

(18) Kentucky, None

(19) Louisiana, 2017 LA H 511, Pending

Definitions	<p>When used in this Chapter, the following words and phrases shall have the meanings ascribed to them in this Section, unless the context clearly indicates a different meaning:</p> <p>(1) "Automated driving system" means 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.</p> <p>(2) "Dynamic driving task" or "DDT" means all of the real-time operational and tactical functions required to operate a vehicle in</p>
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	<p>on-road traffic, excluding the strategic functions such as trip scheduling and selection of destinations and waypoints.</p> <p>(3) "Fully autonomous vehicle" means a vehicle equipped with an automated driving system designed to perform all aspects of the dynamic driving task within its operational design domain, including achieving a minimal risk condition, without any intervention or supervision by a human driver.</p> <p>(4) "Human driver" means a natural person in the vehicle with immediate access to controls for steering, braking, and acceleration.</p> <p>(5) "Minimal risk condition" means a low-risk operating mode in which a fully autonomous vehicle operating without a human driver achieves a reasonably safe state, such as bringing the vehicle to a complete stop upon experiencing a failure of the vehicle's automated driving system that renders the vehicle unable to perform the entire dynamic driving task.</p> <p>(6) "On-demand autonomous vehicle network" means a passenger transportation network that uses a software application or other digital means to connect passengers to fully autonomous vehicles for transportation, including for-hire transportation and transportation for compensation.</p> <p>(7) "Operational design domain" or "ODD" means a description of the specific operating domains in which an automated driving system is designed to properly operate, including but not limited to, roadway types, speed range, environmental conditions such as weather and time of day, and other domain constraints.</p>
Insurance and Liability	<p><u>Insurance</u></p> <p>Before a fully autonomous vehicle may operate on public roads in the state without a human driver, a person shall submit proof of financial responsibility satisfactory to the Department of Public Safety and Corrections, office of motor vehicles, that the fully autonomous vehicle is covered by insurance or proof of self-insurance that satisfies the requirements of R.S. 32:861 and R.S. 32:900.</p> <p><u>Rule of construction</u></p> <p>A. When engaged, the automated driving system shall be considered the driver or operator of a fully autonomous vehicle for purposes of conformance to applicable traffic or motor vehicle laws of the state.</p> <p>B. The provisions of R.S. 32:402 shall not apply to an automated driving system when engaged on a fully autonomous vehicle, or to</p>

	<p>a person operating a fully autonomous vehicle with the automated driving system engaged.</p> <p>C. A human driver shall not be required to operate a fully autonomous vehicle that is being operated by an automated driving system. The automated driving system of a fully autonomous vehicle, when engaged, shall be deemed to fulfill any physical acts required of a human driver.</p>
<p>Operation on Public Roads</p>	<p><u>Operation of fully autonomous vehicles; no human driver</u></p> <p>A fully autonomous vehicle is authorized to drive or operate on the public roads of this state without a human driver provided that the vehicle meets all of the following conditions:</p> <ul style="list-style-type: none"> (1) If a failure of the automated driving system occurs that renders the system unable to perform the entire dynamic driving task relevant to its intended operational design domain, the vehicle will achieve a minimal risk condition. (2) The fully autonomous vehicle is capable of operating in compliance with the applicable traffic and motor vehicle safety laws and regulations of this state, unless an exception is granted by the Department of Transportation and Development or the Department of Public Safety and Corrections, office of motor vehicles. (3) The vehicle bears the required manufacturer's certification label indicating that at the time of its manufacture it was in compliance with all applicable federal motor vehicle safety standards, unless an exception is granted under applicable federal law. <p><u>On-demand autonomous vehicle network</u></p> <p>Notwithstanding any other provision of state or local law to the contrary, a person may operate an on-demand autonomous vehicle network. Such a network may provide transportation for multiple passengers who agree to share the ride in whole or in part. An on-demand autonomous vehicle network may connect passengers to fully autonomous vehicles either exclusively or as part of a digital network that also connects passengers to human drivers who provide transportation services in vehicles that are not fully autonomous.</p>

Privacy of Collected Vehicle Data	
Vehicle Inspection Requirements	
Infrastructure and Connected Vehicles	
Licensing and Registration	<p><u>Registration and title</u></p> <p>A. A fully autonomous vehicle shall be properly registered in accordance with R.S. 47:463. If a fully autonomous vehicle is registered in this state, the vehicle shall be identified on the registration as a fully autonomous vehicle.</p> <p>B. A fully autonomous vehicle shall be properly titled in accordance with R.S. 32:701 et seq. If a fully autonomous vehicle is titled in this state, the vehicle shall be identified on the title as a fully autonomous vehicle.</p>
Operator Requirements	<p><u>Rule of construction</u></p> <p>A. When engaged, the automated driving system shall be considered the driver or operator of a fully autonomous vehicle for purposes of conformance to applicable traffic or motor vehicle laws of the state.</p> <p>B. The provisions of R.S. 32:402 shall not apply to an automated driving system when engaged on a fully autonomous vehicle, or to a person operating a fully autonomous vehicle with the automated driving system engaged.</p> <p>C. A human driver shall not be required to operate a fully autonomous vehicle that is being operated by an automated driving system. The automated driving system of a fully autonomous vehicle, when engaged, shall be deemed to fulfill any physical acts required of a human driver.</p>
Request for Study	
Vehicle Testing	
Agency/Governance	<u>Controlling authority</u>

	<p>A. Unless otherwise provided in this Chapter and notwithstanding any other provision of law to the contrary, fully autonomous vehicles and automated driving systems are governed exclusively by this Chapter. The provisions of this Chapter shall be implemented by the Department of Transportation and Development and the Department of Public Safety and Corrections, office of motor vehicles.</p> <p>B. No state or local governmental subdivision may impose additional requirements for the regulation or operation of fully autonomous vehicles, including performance standards specific to the operation of fully autonomous vehicles, automated driving systems, or an on-demand autonomous vehicle network, except the Department of Transportation and Development or the Department of Public Safety and Corrections, office of motor vehicles.</p> <p>C. No state or local governmental subdivision may impose a tax on a fully autonomous vehicle, automated driving system, or on-demand autonomous vehicle network, where such tax relates specifically to the operation of fully autonomous vehicles.</p>
<p>Accident Reporting</p>	<p><u>Reporting accidents</u></p> <p>Any accident involving a fully autonomous vehicle without a human driver on public roads in this state shall be reported in accordance with R.S. 32:871.</p>
<p>Supremacy</p>	<p><u>Controlling authority</u></p> <p>A. Unless otherwise provided in this Chapter and notwithstanding any other provision of law to the contrary, fully autonomous vehicles and automated driving systems are governed exclusively by this Chapter. The provisions of this Chapter shall be implemented by the Department of Transportation and Development and the Department of Public Safety and Corrections, office of motor vehicles.</p> <p>B. No state or local governmental subdivision may impose additional requirements for the regulation or operation of fully autonomous vehicles, including performance standards specific to the operation of fully autonomous vehicles, automated driving systems, or an on-demand autonomous vehicle network, except the Department of Transportation and Development or the</p>

	<p>Department of Public Safety and Corrections, office of motor vehicles.</p> <p>C. No state or local governmental subdivision may impose a tax on a fully autonomous vehicle, automated driving system, or on-demand autonomous vehicle network, where such tax relates specifically to the operation of fully autonomous vehicles.</p>
Other	

(20) Maine, None

(21) Maryland, 2017 MD S 902, Dead

Definitions	<p>"AUTOMATED DRIVING SYSTEM" MEANS TECHNOLOGY INSTALLED ON A MOTOR VEHICLE THAT, ON A PART - TIME OR FULL - TIME BASIS, DRIVES THE VEHICLE WITHOUT THE NEED FOR SUPERVISION BY OR THE PRESENCE OF AN INDIVIDUAL.</p> <p>"AUTONOMOUS AND CONNECTED VEHICLE" AND "AV/CV VEHICLE" MEAN A MOTOR VEHICLE EQUIPPED WITH AN AUTOMATED DRIVING SYSTEM.</p> <p>"Motor vehicle" means, except as provided in subsection (b) of this section, a vehicle that:</p> <ul style="list-style-type: none"> (i) Is self-propelled or propelled by electric power obtained from overhead electrical wires; and (ii) Is not operated on rails. <p>"Motor vehicle" includes:</p> <ul style="list-style-type: none"> (I) A low speed vehicle; AND (II) AN AV/CV VEHICLE. <p><u>Special Definitions</u></p> <p>(A) (1) IN THIS SECTION THE FOLLOWING WORDS HAVE THE MEANINGS INDICATED.</p> <p>(2) "AUTOMATIC CRASH NOTIFICATION TECHNOLOGY" MEANS A VEHICLE SERVICE THAT INTEGRATES WIRELESS COMMUNICATIONS AND VEHICLE LOCATION</p>
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	<p>TECHNOLOGY TO DETERMINE THE NEED FOR OR FACILITATE EMERGENCY MEDICAL OR LAW ENFORCEMENT RESPONSE TO A VEHICLE CRASH.</p> <p>(3) "ON-DEMAND AUTOMATED MOTOR VEHICLE NETWORK" MEANS A DIGITAL NETWORK, SOFTWARE APPLICATION, OR OTHER MEANS TO CONNECT PASSENGERS TO AV/CV VEHICLES TO FACILITATE TRANSPORTATION BETWEEN POINTS SELECTED BY THE PASSENGER.</p> <p>(4) "PARTICIPATING FLEET " MEANS THE AV/CV VEHICLES OPERATING ON HIGHWAYS IN THE STATE AS PART OF A SAVE PROJECT IMPLEMENTED BY AN AV/CV VEHICLE MANUFACTURER.</p> <p>(5) "SAFE AUTONOMOUS VEHICLE PROJECT" AND "SAVE PROJECT" MEAN A PROJECT UNDER WHICH ELIGIBLE MOTOR VEHICLE MANUFACTURERS MAY SUPERVISE THE DRIVING OF AV/CV VEHICLES ON HIGHWAYS IN THE STATE IN A MANNER DETERMINED BY THE MANUFACTURER.</p> <p>(6) "TWO-WAY VEHICLE COMMUNICATION TECHNOLOGY" MEANS A VEHICLE SERVICE PROVIDED THROUGH A WIRELESS COMMUNICATION DEVICE EMBEDDED IN A VEHICLE THAT ENABLES TWO - WAY COMMUNICATION BETWEEN A VEHICLE OCCUPANT AND THE VEHICLE MANUFACTURER.</p>
Insurance and Liability	<p><u>Liability</u></p> <p>(E)</p> <p>(1) NOTWITHSTANDING ANY OTHER PROVISION OF THE MARYLAND VEHICLE LAW, IF THE AUTOMATED DRIVING SYSTEM OF AN AV/CV VEHICLE IN A PARTICIPATING FLEET IS ACTIVATED:</p> <p style="padding-left: 40px;">(I) THE AUTOMATED DRIVING SYSTEM SHALL BE DEEMED TO BE:</p> <p style="padding-left: 80px;">1. THE DRIVER OF THE AV/CV VEHICLE FOR THE PURPOSE OF DETERMINING</p>

COMPLIANCE WITH THE MARYLAND
VEHICLE LAW; AND

2. VALIDLY LICENSED TO DRIVE A MOTOR
VEHICLE ON A HIGHWAY IN THE STATE;
AND

(II) A LICENSED HUMAN DRIVER DOES NOT NEED
TO BE PRESENT IN OR DRIVING THE AV/CV
VEHICLE.

(2) AN AV/CV VEHICLE MANUFACTURER SHALL INSURE
EACH VEHICLE IN A PARTICIPATING FLEET AS
REQUIRED UNDER STATE LAW.

(3) AN AV/CV VEHICLE MANUFACTURER:

(I) IS LIABLE, IN ACCORDANCE WITH STATE
LAW, FOR ALL DAMAGES ARISING OUT OF
INCIDENTS FOR WHICH THE AUTOMATED
DRIVING SYSTEM WAS ACTIVATED AND AT
FAULT; AND

(II) IS IMMUNE FROM LIABILITY FOR DAMAGES
THAT ARISE OUT OF ANY MODIFICATION MADE
BY ANOTHER PERSON TO THE AV/CV VEHICLE
OR A SYSTEM OR COMPONENT OF THE AV/CV
VEHICLE WITHOUT THE WRITTEN CONSENT OF
THE MANUFACTURER.

(4) AN AV/CV VEHICLE FOR WHICH THE AUTOMATIC
CRASH NOTIFICATION TECHNOLOGY PROMPTLY
CONNECTS A REPRESENTATIVE OF THE AV/CV VEHICLE
MANUFACTURER WITH THE APPROPRIATE LAW
ENFORCEMENT AGENCY TO REPORT A CRASH IS
DEEMED IN COMPLIANCE WITH §§ 20-102 THROUGH 20-
106 OF THIS ARTICLE.

(5) THE SEAT BELT AND CHILD SAFETY SEAT
REQUIREMENTS UNDER §§ 22-412.2 AND 22-412.3 OF THIS
ARTICLE APPLY ONLY TO HUMAN OCCUPANTS OF AN
AV/CV VEHICLE.

(6) THE PROHIBITIONS GOVERNING UNATTENDED
MOTOR VEHICLES UNDER § 21-1101 OF THIS SUBTITLE
DO NOT APPLY TO AN AV/CV VEHICLE.

	<p>(F) A PERSON CONVICTED OF A VIOLATION OF THIS SECTION IS SUBJECT TO A FINE NOT EXCEEDING \$10,000.</p> <p><u>Application of this Section</u></p> <p>(B) (1) THIS SECTION APPLIES TO AN AV/CV VEHICLE MANUFACTURER THAT:</p> <p>(III) HAS:</p> <ol style="list-style-type: none"> 1. OBTAINED LIABILITY INSURANCE, A SURETY BOND, OR SELF - INSURANCE IN AN AMOUNT OF AT LEAST \$10,000,000; AND 2. PROVIDED EVIDENCE OF THE LIABILITY INSURANCE, SURETY BOND, OR SELF - INSURANCE TO THE ADMINISTRATION IN A FORM AND MANNER REQUIRED BY THE ADMINISTRATION.
<p>Operation on Public Roads</p>	<p><u>Operation Requirements</u></p> <p>(C) NOTWITHSTANDING ANY OTHER PROVISION OF THE MARYLAND VEHICLE LAW, AN AV/CV VEHICLE MAY BE OPERATED ON A HIGHWAY IN THE STATE WITH THE AUTOMATED DRIVING SYSTEM ACTIVATED ONLY:</p> <ol style="list-style-type: none"> (1) IF THE AV/CV VEHICLE IS PROPERLY TITLED AND REGISTERED; AND (2) AS PART OF A SAVE PROJECT. <p>(D)</p> <p>(1) AN AV/CV VEHICLE MANUFACTURER MAY INITIATE A SAVE PROJECT AT ANY TIME AFTER THE MANUFACTURER:</p> <ol style="list-style-type: none"> (I) COMPLIES WITH SUBSECTION (B)(3) OF THIS SECTION; AND (II) NOTIFIES THE ADMINISTRATION OF THE GEOGRAPHIC BOUNDARIES FOR THE SAVE PROJECT.

	<p>(2) AN AV/CV VEHICLE MANUFACTURER SHALL DETERMINE THE GEOGRAPHIC BOUNDARIES FOR A SAVE PROJECT, WHICH MAY BE IN THE FORM OF:</p> <p>(I) HIGHWAYS WITHIN A DESIGNATED AREA OF THE STATE;</p> <p>(II) A COUNTY OR MUNICIPALITY;</p> <p>(III) AREAS MAINTAINED BY REGIONAL AUTHORITIES;</p> <p>(IV) CAMPUSES OF INSTITUTIONS OF HIGHER EDUCATION;</p> <p>(V) COMMUNITIES THAT CATER TO SENIOR CITIZENS; OR</p> <p>(VI) THE BOUNDARIES FOR ANY OTHER SIMILAR GEOGRAPHIC OR DEMOGRAPHIC AREA.</p> <p>(3) AN AV/CV VEHICLE IN A PARTICIPATING FLEET MAY BE OPERATED ONLY WITHIN THE BOUNDARIES SELECTED BY THE AV/CV VEHICLE MANUFACTURER FOR THE SAVE PROJECT.</p>
<p>Privacy of Collected Vehicle Data</p>	<p><u>Records and Reporting</u></p> <p>(4)</p> <p>(I) FOR THE DURATION OF THE SAVE PROJECT, THE AV/CV VEHICLE MANUFACTURER SHALL MAINTAIN CRASH AND SAFETY RECORDS AND PROVIDE QUARTERLY SUMMARIES OF THESE RECORDS FOR THE PARTICIPATING FLEET TO THE ADMINISTRATION AND THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION.</p> <p>(II) AN INDIVIDUAL WHO PARTICIPATES IN A SAVE PROJECT IS DEEMED TO HAVE CONSENTED TO THE COLLECTION OF DATA WHILE THE INDIVIDUAL IS IN AN AV/CV VEHICLE AS PART OF THE SAVE PROJECT AND TO THE LATER DISSEMINATION OF ANONYMIZED VERSIONS OF THE DATA TO THE ADMINISTRATION AND THE</p>

	<p>NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION.</p> <p>(III) AN AV/CV VEHICLE MANUFACTURER THAT IMPLEMENTS A SAVE PROJECT SHALL PUBLICLY DISCLOSE ITS DATA-HANDLING POLICIES AND PRACTICES IN CONNECTION WITH THE SAVE PROJECT BEFORE IMPLEMENTING AND FOR THE DURATION OF THE SAVE PROJECT.</p>
<p>Vehicle Inspection Requirements</p>	
<p>Infrastructure and Connected Vehicles</p>	
<p>Licensing and Registration</p>	<p><u>Title Requirements</u></p> <p>Except as provided in § 13-102 of this subtitle, the owner of each vehicle that is in this State and for which the Administration has not issued a certificate of title shall apply to the Administration for a certificate of title of the vehicle.</p> <p><u>Registrations Requirements</u></p> <p>(a) (1) Except as otherwise provided in this section or elsewhere in the Maryland Vehicle Law, each motor vehicle, trailer, semitrailer, and pole trailer driven on a highway shall be registered under this subtitle.</p> <p><u>Classification of Autonomous Vehicle</u></p> <p>(A) WHEN REGISTERED WITH THE ADMINISTRATION, EVERY AUTONOMOUS AND CONNECTED VEHICLE IS A CLASS S(AV/CV) VEHICLE.</p> <p>(B) FOR EACH CLASS S(AV/CV) VEHICLE, THE ANNUAL REGISTRATION FEE IS \$50.50.</p> <p>(C) THE ADMINISTRATION SHALL ISSUE A SPECIAL AV/CV VEHICLE REGISTRATION PLATE OF THE SIZE AND DESIGN THAT THE ADMINISTRATION DETERMINES.</p> <p><u>Certification for Participation</u></p>

(3) BEFORE AN AV/CV VEHICLE MANUFACTURER MAY IMPLEMENT A SAVE PROJECT, THE MANUFACTURER SHALL CERTIFY TO THE ADMINISTRATION THAT:

(I) THE PARTICIPATING FLEET IS OWNED OR CONTROLLED BY THE AV/CV VEHICLE MANUFACTURER;

(II) EACH AV/CV VEHICLE IN THE PARTICIPATING FLEET IS EQUIPPED WITH:

1. AN AUTOMATED DRIVING SYSTEM;
2. AUTOMATIC CRASH NOTIFICATION TECHNOLOGY;
3. AN ON-DEMAND AUTOMATED MOTOR VEHICLE NETWORK;
4. TWO-WAY VEHICLE COMMUNICATION TECHNOLOGY; AND
5. A DATA RECORDING SYSTEM THAT RECORDS:

A. THE STATUS OF THE AUTOMATED DRIVING SYSTEM; AND

B. THE SPEED, DIRECTION, AND LOCATION OF THE AV/CV VEHICLE FOR A SPECIFIED TIME PERIOD BEFORE A CRASH AS DETERMINED BY THE AV/CV VEHICLE MANUFACTURER;

(III) EACH AV/CV VEHICLE IN THE PARTICIPATING FLEET COMPLIES WITH STATE AND FEDERAL LAW; AND

(IV) EACH AV/CV VEHICLE IN THE PARTICIPATING FLEET IS CAPABLE OF BEING OPERATED IN COMPLIANCE WITH THE MARYLAND VEHICLE LAW.

(4) AN AV/CV VEHICLE MANUFACTURER MAY IMPLEMENT MORE THAN ONE SAVE PROJECT.

Operator Requirements	
Request for Study	
Vehicle Testing	
Agency/Governance	
Accident Reporting	<p><u>Records and Reporting</u></p> <p>(4)</p> <p>(I) FOR THE DURATION OF THE SAVE PROJECT, THE AV/CV VEHICLE MANUFACTURER SHALL MAINTAIN CRASH AND SAFETY RECORDS AND PROVIDE QUARTERLY SUMMARIES OF THESE RECORDS FOR THE PARTICIPATING FLEET TO THE ADMINISTRATION AND THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION.</p> <p>(II) AN INDIVIDUAL WHO PARTICIPATES IN A SAVE PROJECT IS DEEMED TO HAVE CONSENTED TO THE COLLECTION OF DATA WHILE THE INDIVIDUAL IS IN AN AV/CV VEHICLE AS PART OF THE SAVE PROJECT AND TO THE LATER DISSEMINATION OF ANONYMIZED VERSIONS OF THE DATA TO THE ADMINISTRATION AND THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION.</p> <p>(III) AN AV/CV VEHICLE MANUFACTURER THAT IMPLEMENTS A SAVE PROJECT SHALL PUBLICLY DISCLOSE ITS DATA-HANDLING POLICIES AND PRACTICES IN CONNECTION WITH THE SAVE PROJECT BEFORE IMPLEMENTING AND FOR THE DURATION OF THE SAVE PROJECT.</p>
Supremacy	
Other	<p><u>Application of this Section</u></p> <p>(B) (1) THIS SECTION APPLIES TO AN AV/CV VEHICLE MANUFACTURER THAT:</p>

	<p>(I) MANUFACTURES AV/CV VEHICLES IN THE UNITED STATES THAT COMPLY WITH FEDERAL LAW;</p> <p>(II) HAS OPERATED AV/CV VEHICLES USING A TEST DRIVER AND WITH THE AUTOMATED DRIVING SYSTEM ACTIVATED ON PUBLIC ROADS IN THE UNITED STATES FOR AT LEAST 1,000,000 MILES; AND</p> <p>(III) HAS:</p> <ol style="list-style-type: none"> 1. OBTAINED LIABILITY INSURANCE, A SURETY BOND, OR SELF - INSURANCE IN AN AMOUNT OF AT LEAST \$10,000,000; AND 2. PROVIDED EVIDENCE OF THE LIABILITY INSURANCE, SURETY BOND, OR SELF - INSURANCE TO THE ADMINISTRATION IN A FORM AND MANNER REQUIRED BY THE ADMINISTRATION. <p>(2) AN AV/CV VEHICLE MANUFACTURER MAY ESTABLISH A SAVE PROJECT.</p>
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(22) Massachusetts, 2017 MA H 1822, Pending; 2017 MA H 1829, Pending; EO 572

<p>Definitions</p>	<p>2017 MA H 1822, Pending</p> <p>SECTION 1. Chapter 90 of the General Laws is hereby amended by inserting after section 19L the following new section:-</p> <p>Section 19M. (a) As used in this section the following words shall, unless the context requires otherwise, have the following meanings:-</p> <p>"Autonomous technology," technology installed on a motor vehicle that has the capability to drive the vehicle on which the technology is installed without the active control or monitoring by a human operator. The term excludes a motor vehicle enabled with active safety systems or driver assistance systems, including, without limitation, a system to provide electronic blind spot assistance, crash avoidance, emergency braking, parking assistance, adaptive cruise control, lane keep assistance, lane departure warning, or traffic jam and queuing assistant, unless any such system alone or in combination with other systems enables the vehicle on which the technology is installed to drive without the active control or monitoring by a human operator.</p>
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“Autonomous Vehicle,” any vehicle equipped with autonomous technology.

2017 MA H 1829, Pending

SECTION 1. The General Laws are hereby amended by inserting after Chapter 90, Section 62 the following sections:

Section 63. Definitions applicable to Secs. 63 to 63F

(a) The following words, as used in Sections 63 to 63F, inclusive, shall have the following meanings:

(1) “Automated driving system” means a combination of hardware and software that has the capability to perform driving tasks by controlling and combining braking, throttle, and steering functionality without the active physical control or monitoring by a human driver.

(2) “Autonomous vehicle” means any motor vehicle as defined in section one of this chapter equipped with an automated driving system that has been integrated into that vehicle, where the automated driving system performs all driving tasks and monitors the driving environment without the expectation that a human driver will be available to respond appropriately to a request to intervene. An autonomous vehicle does not include a vehicle that merely is equipped with one or more collision avoidance systems, including, but not limited to, electronic blind spot assistance, automated emergency braking systems, park assist, adaptive cruise control, lane keep assist, lane departure warning, traffic jam and queuing assist, or other similar systems that enhance safety or provide driver assistance, but are not capable, collectively or singularly, of driving the vehicle without the active control or monitoring of a human driver.

(3) “Level three vehicle” means any motor vehicle as defined in section one of this chapter equipped with an automated driving system that has been integrated into that vehicle, where the automated driving system performs all driving tasks and monitors the driving environment with the expectation that a human driver will be available to respond appropriately to a request to intervene. A level three vehicle does not include a vehicle that merely is equipped with one or more collision avoidance systems, including, but not limited to, electronic blind spot assistance, automated emergency braking systems, park assist, adaptive cruise control, lane keep assist, lane departure warning, traffic jam and queuing assist, or other similar systems that enhance safety or provide driver assistance, but are not capable, collectively or singularly, of

driving the vehicle without the active control or monitoring of a human driver.

(4) The term “zero emission vehicle” (or “ZEV”) means any passenger car or light duty truck that produces zero emissions of any criteria pollutants under any and all possible operational modes and conditions. Incorporation of a fuel fired heater shall not preclude a vehicle from being certified as a ZEV provided the fuel fired heater cannot be operated at ambient temperatures above 40°F and the heater is demonstrated to have zero evaporative emissions under any and all possible operational modes and conditions. In addition, zero emission vehicle or "ZEV," means any ZEV placed in service in compliance with the California Project pursuant to the requirements of the Master Memorandum of Agreement adopted by the California Air Resources Board March 29, 1996.

(5) The term “public transit” shall include any train, passenger bus, passenger ferry boat, water shuttle or other equipment used in public transportation owned by, or operated under the authority of a regional transit authority as set forth in section 3 of chapter 161B, the Massachusetts Bay Transportation Authority, the Massachusetts Port Authority, or the Massachusetts Department of Transportation.

(6) “Department” means the Massachusetts Department of Transportation.

(7) “Registrar” means the Registrar of Motor Vehicles.

(8) An “operator” is the person or entity providing use of a level three or autonomous vehicle commercially, publicly, or privately. Operators include, but are not limited to, the following: commercial passenger transportation service companies, commercial freight service companies, transit authorities, academic or research institutions developing automated driving systems, and individual owners or lessors of privately owned autonomous vehicles.

(9) A “passenger” of a level three or autonomous vehicle is any person physically present in an autonomous vehicle while the autonomous vehicle’s automated driving system is engaged.

(10) A “manufacturer” of an autonomous vehicle is:

(a) The person or entity that originally manufactures a vehicle and equips an automated driving system on the originally completed vehicle; or

	<p>(b) In the case of a vehicle not originally equipped with an automated driving system by the vehicle manufacturer, the person or entity that modifies the vehicle by installing an automated driving system to convert it to an autonomous vehicle after the vehicle was originally manufactured.</p> <p>(11) “Testing” means analysis and evaluation of level three or autonomous vehicles by a manufacturer, an operator, or an expert third party engaged by a manufacturer or operator.</p> <p>(12) “Deployment” means use of autonomous vehicles by members of the public who may but need not be employees or agents of manufacturers or operators of autonomous vehicles.</p>
<p>Insurance and Liability</p>	<p>2017 MA H 1822, Pending</p> <p>(d) (1) Prior to the start of testing in this state, the entity performing the testing must submit to the division of highway safety an instrument of insurance, surety bond, or proof of self-insurance acceptable to the department in the amount of \$5,000,000.</p> <p>(d)(2) The original manufacturer of a vehicle converted by a third party into an autonomous vehicle shall not be liable in, and shall have a defense to and be dismissed from, any legal action brought against the original manufacturer by any person injured due to an alleged vehicle defect caused by the conversion of the vehicle, or by equipment installed by the converter, unless the alleged defect was present in the vehicle as originally manufactured.</p> <p>2017 MA H 1829, Pending</p> <p>63C(d) A manufacturer or operator shall submit proof of liability insurance with an application made under this section. Such insurance shall provide coverage in an amount to be established by the Registrar.</p>
<p>Operation on Public Roads</p>	<p>2017 MA H 1822, Pending</p> <p>(d) (1) Vehicles equipped with autonomous technology may be operated on roads in this state by employees or agents of manufacturers of autonomous technology solely for the purpose of testing the technology. For testing purposes, a human operator shall be present in the autonomous vehicle such that he or she has the ability to monitor the vehicle's performance and intervene, if necessary, unless the vehicle is being tested or demonstrated on a closed course. Prior to the start of testing in this state, the entity performing the testing must submit to the division of highway safety an instrument of insurance, surety bond, or proof of self-</p>

insurance acceptable to the department in the amount of \$5,000,000.

2017 MA H 1829, Pending

Section 63B. Level three and autonomous vehicles allowed

(a) A level three vehicle may be tested on public ways within the commonwealth only if the level three vehicle:

(1) Has a failure alert system to notify the passenger when a system failure is detected;

(2) Meets the federal motor vehicle safety standards for its model year and all other applicable safety standards and performance requirements established by state and federal law;

(3) Relies on the most recent version of all software used as part of its automated driving system and such software has been updated to the latest available version within thirty days of the release of any such updated version;

(4) is a zero-emissions vehicle, unless the vehicle has a maximum design loaded weight of more than or equal to eight thousand five hundred pounds;

(5) is clearly marked as an autonomous vehicle in a manner approved by the Registrar; and

(6) Has a system that captures and stores such data as the Department deems necessary through rules promulgated in accordance with the provisions of chapter thirty A, after consultation with the Registrar. Any such system must be open-source and based on common standards, with an operating system that has been made public so that components performing the same function can be readily substituted or provided by multiple providers. The data captured and stored by such system shall include, but not be limited to, real-time distance traveled and real-time number of passengers. Data relating to real-time distance traveled and real-time number of passengers shall be stored, with the capability of being cross-referenced, for a reasonable time period as established by the Department, provided that such period shall not exceed eighteen months. Data relating to safety shall be stored for a reasonable time period after the vehicle has been removed from services, established by the Department, provided that such period shall not exceed eighteen months.

(b) An autonomous vehicle may be tested or deployed on public ways within the commonwealth only if the autonomous vehicle:

(1) Has a mechanism that is readily accessible to passengers, that does not rely on wireless connectivity, and that, if engaged, forces the vehicle to expediently come to the closest safe stop and allow passengers to exit.

(2) Has a failure alert system to notify the passenger when a system failure is detected;

(3) Meets the federal motor vehicle safety standards for its model year and all other applicable safety standards and performance requirements established by state and federal law;

(4) Relies on the most recent version of all software used as part of its automated driving system and such software has been updated to the latest available version within thirty days of the release of any such updated version;

(5) is a zero-emissions vehicle, unless the vehicle has a maximum design loaded weight of more than or equal to eight thousand five hundred pounds; and

(6) is clearly marked as an autonomous vehicle in a manner approved by the Registrar; and

(7) Has a system that captures and stores such data as the Department deems necessary through rules promulgated in accordance with the provisions of chapter thirty A, after consultation with the Registrar. Any such system must be open-source and based on common standards, with an operating system that has been made public so that components performing the same function can be readily substituted or provided by multiple providers. The data captured and stored by such system shall include, but not be limited to, real-time distance traveled and real-time number of passengers. Data relating to real-time distance traveled and real-time number of passengers shall be stored, with the capability of being cross-referenced, for a reasonable time period as established by the Department, provided that such period shall not exceed eighteen months. Data relating to safety shall be stored permanently.

Section 63D. Operation of level three and autonomous vehicles

(a) A level three vehicle from a certified manufacturer may be tested on the public ways of the commonwealth, but only if a passenger with the proper license for the type of motor vehicle

	<p>being tested is present and is adequately trained to pilot and monitor the vehicle as a fallback-ready human driver.</p> <p>(b) If the Registrar should provide by rule that autonomous vehicles may be tested or deployed on the public ways of the commonwealth without a passenger present, no autonomous vehicle, other than freight or emergency vehicles, may travel more than one mile continuously without a passenger present in the vehicle.</p> <p>(c) Notwithstanding sections seventeen and eighteen of chapter ninety of the General Laws, or any general or special law, or regulation to the contrary, the speed limit for autonomous vehicles shall be twenty-five miles per hour on public ways in a thickly settled or business district, as defined in section one of said chapter ninety, fifteen miles per hour within a duly established school zone when children are present, and the same as the prevailing speed limit on all other public ways.</p> <p>(d) Notwithstanding the other provisions of this chapter, any municipality with a population density greater than or equal to four thousand five hundred people per square mile shall have the power to limit autonomous vehicles to only motor vehicles providing public transportation as set forth in section one of chapter one hundred fifty nine A, transportation network vehicles as set forth in section one of chapter one hundred fifty nine A½ provided that for purposes of this subsection, “driver” shall include the operator of an autonomous vehicle, or vehicles carrying an average of 1.8 or more passengers per vehicle mile traveled as calculated on a monthly basis per vehicle or fleet of commonly-owned vehicles. Any such limitation need not apply to an entire municipality but may be applied to any geographic area or areas within a municipality, as the municipality deems suitable.</p> <p>(e) Whoever violates subsection sections 63A through 63D of this chapter shall be subject to a fine of not more than five hundred dollars for a first violation, one thousand dollars for a second violation, and \$2,500 for every violation thereafter. Any person who receives a citation for violating any provision of these sections may contest such citation pursuant to section three of chapter ninety C.</p>
<p>Privacy of Collected Vehicle Data</p>	<p>2017 MA H 1829, Pending</p>

	<p>In issuing any regulations setting requirements for data collection from autonomous vehicles, the Department shall take all necessary steps:</p> <p>(A) To protect the privacy of individuals including, but not limited to, the operators and passengers of autonomous vehicles; and</p> <p>(B) To ensure the security of the data-collection system, the resistance of the system to tampering, and the accuracy of the data captured and stored by the system.</p> <p>Such steps shall include limiting the availability of any sensitive data to the public.</p> <p>2017 MA H 1829, Pending</p> <p>Section 63B. Level three and autonomous vehicles allowed</p> <p>(b) An autonomous vehicle may be tested or deployed on public ways within the commonwealth only if the autonomous vehicle:</p> <p>(7) Has a system that captures and stores such data as the Department deems necessary through rules promulgated in accordance with the provisions of chapter thirty A, after consultation with the Registrar. Any such system must be open-source and based on common standards, with an operating system that has been made public so that components performing the same function can be readily substituted or provided by multiple providers. The data captured and stored by such system shall include, but not be limited to, real-time distance traveled and real-time number of passengers. Data relating to real-time distance traveled and real-time number of passengers shall be stored, with the capability of being cross-referenced, for a reasonable time period as established by the Department, provided that such period shall not exceed eighteen months. Data relating to safety shall be stored permanently.</p>
<p>Vehicle Inspection Requirements</p>	
<p>Infrastructure and Connected Vehicles</p>	

<p>Licensing and Registration</p>	<p>2017 MA H 1822, Pending</p> <p>(b) An autonomous vehicle registered in this state must continue to meet federal standards and regulations for a motor vehicle. The vehicle shall:</p> <ul style="list-style-type: none"> (1) have a means to engage and disengage the autonomous technology which is easily accessible to the operator; (2) have a means, inside the vehicle, to visually indicate when the vehicle is operating in autonomous mode; (3) have a means to alert the operator of the vehicle if a technology failure affecting the ability of the vehicle to safely operate autonomously is detected while the vehicle is operating autonomously in order to indicate to the operator to take control of the vehicle; and (4) be capable of being operated in compliance with the applicable traffic and motor vehicle laws of this state. <p>2017 MA H 1829, Pending</p> <p>Section 63D. Operation of level three and autonomous vehicles</p> <p>(a) A level three vehicle from a certified manufacturer may be tested on the public ways of the commonwealth, but only if a passenger with the proper license for the type of motor vehicle being tested is present and is adequately trained to pilot and monitor the vehicle as a fallback-ready human driver.</p>
<p>Operator Requirements</p>	<p>2017 MA H 1822, Pending</p> <p>(d) (1) Vehicles equipped with autonomous technology may be operated on roads in this state by employees or agents of manufacturers of autonomous technology solely for the purpose of testing the technology. For testing purposes, a human operator shall be present in the autonomous vehicle such that he or she has the ability to monitor the vehicle's performance and intervene, if necessary, unless the vehicle is being tested or demonstrated on a closed course. . . .</p>
<p>Request for Study</p>	
<p>Vehicle Testing</p>	<p>2017 MA H 1822, Pending</p> <p>(d) (1) Vehicles equipped with autonomous technology may be operated on roads in this state by employees or agents of</p>

manufacturers of autonomous technology solely for the purpose of testing the technology. For testing purposes, a human operator shall be present in the autonomous vehicle such that he or she has the ability to monitor the vehicle's performance and intervene, if necessary, unless the vehicle is being tested or demonstrated on a closed course. . . .

2017 MA H 1829, Pending

Section 63C. Level three and autonomous vehicle testing and deployment

(a) A manufacturer or operator may test level three or autonomous vehicles on the public ways of the commonwealth or may test, deploy, or sell or lease for deployment autonomous vehicles for use on the public ways of the commonwealth only if the manufacturer or operator has been certified by the Registrar.

(b) A manufacturer or operator may apply to the Registrar for certification under this section. The application shall be in the form prescribed by the Registrar in consultation with the Department. The application shall establish that:

- (1) The level three vehicle or autonomous vehicle and the automated driving system meet all applicable requirements of section 63b of this chapter; and
- (2) The level three vehicle or autonomous vehicle shall be operated only in accordance with Section 63D of this chapter.

(c) The Registrar, in consultation with the Department, shall promulgate rules in accordance with the provisions of chapter thirty A, for the testing of level three vehicles and the testing, deployment, and sale or leasing for deployment of autonomous vehicles. The rules shall establish standards for equipment used in and for the performance of level three and autonomous vehicles that the Department determines are necessary to ensure the safe operation of such vehicles on the public ways of the commonwealth and set inspection requirements specific to such vehicles. The rules shall include a waiver for autonomous vehicles of such inspection requirements as the Registrar deems appropriate in accordance with section seven A of chapter ninety. The rules shall also provide for sharing of the data captured and stored in accordance with Section 63B(a)(5), including providing the public with open access to such data, subject to such safeguards as the Registrar deems necessary for the protection of privacy. The rules may include, but need not be limited to, the following:

	<p>(1) The establishment of a pilot program for testing level three or autonomous vehicles, or the phased integration and deployment of autonomous vehicles;</p> <p>(2) Limits on the number of level three or autonomous vehicles that may be tested or, in the case of autonomous vehicles, deployed at any given time on the public ways of the commonwealth;</p> <p>(3) Special license requirements relating to the testing or deployment of autonomous vehicles appropriate to the class of vehicle based on weight rating or number of passengers; and</p> <p>(4) Criteria for revocation, suspension, or denial of an application or certification under this section.</p> <p>(d) A manufacturer or operator shall submit proof of liability insurance with an application made under this section. Such insurance shall provide coverage in an amount to be established by the Registrar.</p> <p>(e) The Registrar may certify a manufacturer or operator under this section only if the Registrar determines that the level three or autonomous vehicles covered by the certification are safe to operate on the public ways of the commonwealth. Such determination shall include at a minimum a finding that the level three or autonomous vehicles covered by the certification are in compliance with all federal standards and regulations including, but not limited to, the Performance Guidance set forth by the National Highway Traffic Safety Administration and applicable Federal Motor Vehicle Safety Standards.</p> <p>(f) The Registrar by rule shall establish fees for applications made under this section. The fees shall be in amounts adequate to pay all administrative costs incurred by the department in administering this part.</p>
<p>Agency/Governance</p>	<p>2017 MA H 1822, Pending</p> <p>(d)(3) By March 1, 2019, the Massachusetts department of transportation shall submit a report to the president of the senate and the speaker of the house of representatives recommending additional legislative or regulatory action that may be required for the safe testing and operation of motor vehicles equipped with autonomous technology.</p>

	<p>(e) The department shall promulgate rules and regulations implementing this section; provided, that such regulations may include: (i) additional requirements that an autonomous vehicle and any person authorized to test such vehicles under subsection (d)(1) must meet before operating such vehicles; (ii) minimum safety standards for autonomous vehicles and their operation, including, but not limited to, any geographic areas in which autonomous vehicles may not be operated; and (iii) such other requirements as the department determines to be necessary.</p> <p>2017 MA H 1829, Pending</p> <p>Section 63A. Autonomous vehicle policy and regulatory authority</p> <p>(a) It shall be the policy of the commonwealth of Massachusetts to promote the integration of autonomous vehicles into the commonwealth for the purpose of improving the transportation system and encouraging economic development, and to allow autonomous vehicles on the public ways of the commonwealth subject to such restrictions as are necessary to ensure protection of the commonwealth’s people and environment, adequate funding of the commonwealth’s transportation infrastructure, and compliance with state and federal laws.</p> <p>(b) The Department is hereby authorized in accordance with the provisions of chapter thirty A to promulgate such rules as are necessary to carry out its duties under Sections 63 through 63F of this chapter and in accordance with the purpose set forth in subsection (a) of this section. In promulgating any such regulations, the Department shall seek to protect the commonwealth’s most impacted and disadvantaged communities and ensure equal protection and the equitable distribution of the benefits and costs associated with the introduction of autonomous vehicles.</p>
Accident Reporting	
Supremacy	<p>2017 MA H 1822, Pending</p> <p>(c) Federal regulations promulgated by the National Highway Traffic Safety Administration shall supersede this section when found to be in conflict with this section.</p>
Other	2017 MA H 1829, Pending

Section 63E. Road usage charge on autonomous vehicles

(a) A road usage charge is imposed on autonomous vehicles that operate on the public ways within this state pursuant to this Chapter.

(b) The Department shall, in accordance with the provisions of chapter thirty A, promulgate rules regarding the computation, assessment, and collection of the road usage charge on autonomous vehicles.

(c) In promulgating rules regarding the computation of the road usage charge on autonomous vehicles, the Department shall:

(1) Establish a base per-mile rate on autonomous vehicles of no less than 2.5 cents per mile, provided that the minimum rate imposed under this paragraph shall be adjusted at the beginning of each calendar year, by the percentage, if any, by which the consumer price index, as defined in section 1 of the Internal Revenue Code, pursuant to 26 U.S.C. section 1, for the preceding year exceeds the consumer price index for the calendar year that ends before such preceding year;

(2) Allow for a reduction in the base per-mile rate on autonomous vehicles owned and operated by the commonwealth or by any city or town within the commonwealth;

(3) Allow for reductions in the base per-mile rate on autonomous vehicles for each passenger in an autonomous vehicle per mile;

(4) Allow for reductions in the base per-mile rate on autonomous vehicles for each mile traveled during off-peak travel hours as defined by the Department;

(5) Allow for reductions in the base per-mile rate on autonomous vehicles for each mile traveled in specified geographic areas where no or few public transit options are available;

(6) Allow for reductions in the base per-mile rate on autonomous vehicles for operators whose personal income, as documented by tax returns or other credible evidence, falls below a threshold established by regulation;

(7) Impose an increased per-mile rate on autonomous vehicles for each mile traveled without a passenger;

	<p>(8) Impose an increased per-mile rate or a tiered system of increased per-mile rates on autonomous vehicles with a weight greater than or equal to four thousand pounds (taking into account any motor vehicle fuels excise tax paid for vehicles over eight thousand five hundred pounds);</p> <p>(9) Impose an increased per-mile rate on autonomous vehicles for each mile traveled between eight am and eight pm within a severe congestion zone as designated by the Department through rules promulgated under this chapter; and</p> <p>(10) Create such exemptions as are necessary to ensure that the road usage charge is reasonably related to the services provided by the Department, including, but not limited to, exempting travel on private property and out-of-state travel.</p> <p>Section 63F. Allocation of road usage charge revenue</p> <p>(a) All road usage charge revenue collected from autonomous vehicles pursuant to Section 63E shall be credited to the commonwealth Transportation Fund.</p>
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(23) Michigan, MCLA 257, enacted

<p>Definitions</p>	<p>257.2b</p> <p>(1) "Automated driving system" means hardware and software that are collectively capable of performing all aspects of the dynamic driving task for a vehicle on a part-time or full-time basis without any supervision by a human operator. As used in this subsection, "dynamic driving task" means all of the following, but does not include strategic aspects of a driving task, including, but not limited to, determining destinations or waypoints:</p> <p>(a) Operational aspects, including, but not limited to, steering, braking, accelerating, and monitoring the vehicle and the roadway.</p> <p>(b) Tactical aspects, including, but not limited to, responding to events, determining when to change lanes, turning, using signals, and other related actions.</p> <p>(2) "Automated motor vehicle" means a motor vehicle on which an automated driving system has been installed, either by a manufacturer of automated driving systems or an upfitter that</p>
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	<p>enables the motor vehicle to be operated without any control or monitoring by a human operator. Automated motor vehicle does not include a motor vehicle enabled with 1 or more active safety systems or operator assistance systems, including, but not limited to, a system to provide electronic blind spot assistance, crash avoidance, emergency braking, parking assistance, adaptive cruise control, lane-keeping assistance, lane departure warning, or traffic jam and queuing assistance, unless 1 or more of these technologies alone or in combination with other systems enable the vehicle on which any active safety systems or operator assistance systems are installed to operate without any control or monitoring by an operator.</p> <p>(3) "Automated technology" means technology installed on a motor vehicle that has the capability to assist, make decisions for, or replace a human operator.</p> <p>(4) "Automatic crash notification technology" means a vehicle service that integrates wireless communications and vehicle location technology to determine the need for or to facilitate emergency medical response in the event of a vehicle crash.</p> <p>(5) "Manufacturer of automated driving systems" means a manufacturer or subcomponent system producer recognized by the secretary of state that develops or produces automated driving systems or automated vehicles.</p> <p>(6) "Mobility research center" means a nonprofit entity that has the ability to receive and accept from any federal, state, or municipal agency, foundation, public or private agency, entity, or individual a grant, contribution, or loan for or in aid of the planning, construction, operation, upgrade, or financing of a facility for testing advanced transportation systems, including, but not limited to, connected or automated technology or automated motor vehicles to increase mobility options.</p> <p>(7) "Motor vehicle manufacturer" means a person that has manufactured and distributed motor vehicles in the United States that are certified to comply with all applicable federal motor vehicle safety standards and that has submitted appropriate manufacturer identification information to the National Highway Traffic Safety Administration as provided in 49 CFR part 566. As used in this section, section 665a, and section 665b only, motor vehicle manufacturer also includes a person that satisfies all of the following:</p> <p>(a) The person has manufactured automated motor vehicles in the United States that are certified to comply with all applicable federal motor vehicle safety standards.</p>
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	<p>(b) The person has operated automated motor vehicles using a test driver and with an automated driving system engaged on public roads in the United States for at least 1,000,000 miles.</p> <p>(c) The person has obtained an instrument of insurance, surety bond, or proof of self-insurance in the amount of at least \$10,000,000.00, and has provided evidence of that insurance, surety bond, or self-insurance to the department in a form and manner required by the department.</p> <p>(8) "On-demand automated motor vehicle network" means a digital network or software application used to connect passengers to automated motor vehicles, not including commercial motor vehicles, in participating fleets for transportation between points chosen by passengers, for transportation between locations chosen by the passenger when the automated motor vehicle is operated by the automated driving system.</p> <p>(9) "Participating fleet" means any of the following:</p> <p>(a) Vehicles that are equipped with automated driving systems that are operating on the public roads and highways of this state in a SAVE project as provided in section 665b.</p> <p>(b) Vehicles that are supplied or controlled by a motor vehicle manufacturer, and that are equipped with automated driving systems that are operating on the public roads and highways of this state in an on-demand automated motor vehicle network.</p> <p>(10) "SAVE project" means an initiative that authorizes eligible motor vehicle manufacturers to make available to the public on-demand automated motor vehicle networks as provided in section 665b.</p> <p>(11) "Upfitter" means a person that modifies a motor vehicle after it was manufactured by installing an automated driving system in that motor vehicle to convert it to an automated motor vehicle. Upfitter includes a subcomponent system producer recognized by the secretary of state that develops or produces automated driving systems.</p>
Insurance and Liability	<p>Sec. 665.</p> <p>(1) Before beginning research or testing on a highway or street in this state of an automated motor vehicle, technology that allows a</p>

	<p>motor vehicle to operate without a human operator, or any automated driving system installed in a motor vehicle under this section, the manufacturer of automated driving systems or upfitter performing that research or testing shall submit proof satisfactory to the secretary of state that the vehicle is insured under chapter 31 of the insurance code of 1956, 1956 PA 218, MCL 500.3101 to 500.3179.</p> <p>(5) When engaged, an automated driving system allowing for operation without a human operator shall be considered the driver or operator of a vehicle for purposes of determining conformance to any applicable traffic or motor vehicle laws and shall be deemed to satisfy electronically all physical acts required by a driver or operator of the vehicle.</p> <p>Sec. 665a.</p> <p>A manufacturer of automated driving technology, an automated driving system, or a motor vehicle is immune from liability that arises out of any modification made to a motor vehicle, an automated motor vehicle, an automated driving system, or automated driving technology by another person without the manufacturer's consent, as provided in section 2949b of the revised judicature act of 1961, 1961 PA 236, MCL 600.2949b. Nothing in this section supersedes or otherwise affects the contractual obligations, if any, between a motor vehicle manufacturer and a manufacturer of automated driving systems or a manufacturer of automated driving technology.</p> <p>Sec. 665b</p> <p>(4) A motor vehicle manufacturer shall insure each vehicle in a participating fleet as required under this act and chapter 31 of the insurance code of 1956, 1956 PA 218, MCL 500.3101 to 500.3179. For each SAVE project in which it participates, during the time that an automated driving system is in control of a vehicle in the participating fleet, a motor vehicle manufacturer shall assume liability for each incident in which the automated driving system is at fault, subject to chapter 31 of the insurance code of 1956, 1956 PA 218, MCL 500.3101 to 500.3179.</p>
<p>Operation on Public Roads</p>	<p>Sec. 665.</p> <p>(4) An automated motor vehicle [in compliance with sec. 665] may be operated on a street or highway in this state. <i>See Vehicle Testing, infra.</i></p> <p>(9) A person may operate a platoon on a street or highway of this state if the person files a plan for general platoon operations with the department of state police and the state transportation</p>

department before starting platoon operations. If the plan is not rejected by either the department of state police or the state transportation department within 30 days after receipt of the plan, the person shall be allowed to operate the platoon.

(10) All of the following apply to a platoon:

(a) Vehicles in a platoon shall not be considered a combination of vehicles for purposes of this act.

(b) The lead vehicle in a platoon shall not be considered to draw the other vehicles.

(c) If the platoon includes a commercial motor vehicle, an appropriately endorsed driver who holds a valid commercial driver license shall be present behind the wheel of each commercial motor vehicle in the platoon.

Sec. 665b.

(1) A motor vehicle manufacturer may participate in a SAVE project if it self-certifies to all of the following:

(a) That it is a motor vehicle manufacturer. A person that is not a motor vehicle manufacturer may not participate in a SAVE project.

(b) That each vehicle in the participating fleet is owned or controlled by the motor vehicle manufacturer and is equipped with all of the following:

(i) An automated driving system.

(ii) Automatic crash notification technology.

(iii) A data recording system that has the capacity to record the automated driving system's status and other vehicle attributes including, but not limited to, speed, direction, and location during a specified time period before a crash as determined by the motor vehicle manufacturer.

(c) That the participating fleet complies with all applicable state and federal laws.

(d) That each vehicle in the participating fleet is capable of being operated in compliance with applicable traffic and motor vehicle laws of this state.

(2) A motor vehicle manufacturer's eligibility to participate in a SAVE project under this section is conditioned solely upon meeting the requirements of this section. A motor vehicle manufacturer shall verify its satisfaction of the requirements of this section using the self-certification described in subsection (1).

(3) All of the following apply to a motor vehicle manufacturer that participates in a SAVE project:

(a) The motor vehicle manufacturer may commence a SAVE project at any time after it notifies the department that it has self-certified as provided in subsection (1). The notification required by this subdivision shall also set forth the geographical boundaries for the SAVE project. A motor vehicle manufacturer may make multiple notifications under this subsection.

(b) The motor vehicle manufacturer may participate in a SAVE project under any terms it deems appropriate so long as the terms are consistent with this section and other applicable law.

(c) The motor vehicle manufacturer shall determine the geographical boundaries for a SAVE project, which may include, but are not limited to, any of the following:

(i) A designated area within a municipality.

(ii) An area maintained by a regional authority.

(iii) A university campus.

(iv) A development that caters to senior citizens.

(v) A geographic or demographic area that is similar to the areas described in subparagraphs (i) to (iv).

(d) Public operation of a participating fleet shall be confined to the boundaries selected by the motor vehicle manufacturer under subdivision (c).

(e) For the duration of a SAVE project, the motor vehicle manufacturer shall maintain incident records and provide periodic summaries related to the safety and efficacy of travel of the participating fleet to the department and the National Highway Traffic Safety Administration.

	<p>(f) An individual who participates in a SAVE project is deemed by his or her participation to have consented to the collection of the information described in subdivision (e) while he or she is in a vehicle that is part of the participating fleet and to the provision of the summaries to the department and the National Highway Traffic Safety Administration as described in subdivision (e). Before commencing a SAVE project, and for the duration of the SAVE project, the motor vehicle manufacturer shall make publicly available a privacy statement disclosing its data handling practices in connection with the applicable participating fleet.</p> <p>(4) When engaged, an automated driving system or any remote or expert-controlled assist activity shall be considered the driver or operator of the vehicle for purposes of determining conformance to any applicable traffic or motor vehicle laws and shall be deemed to satisfy electronically all physical acts required by a driver or operator of the vehicle. A motor vehicle manufacturer shall insure each vehicle in a participating fleet as required under this act and chapter 31 of the insurance code of 1956, 1956 PA 218, MCL 500.3101 to 500.3179. For each SAVE project in which it participates, during the time that an automated driving system is in control of a vehicle in the participating fleet, a motor vehicle manufacturer shall assume liability for each incident in which the automated driving system is at fault, subject to chapter 31 of the insurance code of 1956, 1956 PA 218, MCL 500.3101 to 500.3179.</p>
<p>Privacy of Collected Vehicle Data</p>	<p>Sec. 665b.</p> <p>(1) A motor vehicle manufacturer may participate in a SAVE project if it self-certifies to all of the following:</p> <p>(b) That each vehicle in the participating fleet is owned or controlled by the motor vehicle manufacturer and is equipped with all of the following:</p> <p>(iii) A data recording system that has the capacity to record the automated driving system's status and other vehicle attributes including, but not limited to, speed, direction, and location during a specified time period before a crash as determined by the motor vehicle manufacturer.</p> <p>(2) A motor vehicle manufacturer's eligibility to participate in a SAVE project under this section is conditioned solely upon meeting the requirements of this section. A motor vehicle manufacturer shall verify its satisfaction of the requirements of this section using the self-certification described in subsection (1).</p>

	<p>(3) All of the following apply to a motor vehicle manufacturer that participates in a SAVE project:</p> <p>(e) For the duration of a SAVE project, the motor vehicle manufacturer shall maintain incident records and provide periodic summaries related to the safety and efficacy of travel of the participating fleet to the department and the National Highway Traffic Safety Administration.</p> <p>(f) An individual who participates in a SAVE project is deemed by his or her participation to have consented to the collection of the information described in subdivision (e) while he or she is in a vehicle that is part of the participating fleet and to the provision of the summaries to the department and the National Highway Traffic Safety Administration as described in subdivision (e). Before commencing a SAVE project, and for the duration of the SAVE project, the motor vehicle manufacturer shall make publicly available a privacy statement disclosing its data handling practices in connection with the applicable participating fleet.</p>
Vehicle Inspection Requirements	
Infrastructure and Connected Vehicles	
Licensing and Registration	
Operator Requirements	<p>Sec. 665.</p> <p>(2) A manufacturer of automated driving systems or upfitter shall ensure that all of the following circumstances exist when researching or testing the operation, including operation without a human operator, of an automated motor vehicle or any automated technology or automated driving system installed in a motor vehicle upon a highway or street:</p> <p>(a) The vehicle is operated only by an employee, contractor, or other person designated or otherwise authorized by that manufacturer of automated driving systems or upfitter. This subdivision does not apply to a university researcher or an employee of the state transportation department or the department described in subsection (3).</p>

	<p>(b) An individual described in subdivision (a) has the ability to monitor the vehicle's performance while it is being operated on a highway or street in this state and, if necessary, promptly take control of the vehicle's movements. If the individual does not, or is unable to, take control of the vehicle, the vehicle shall be capable of achieving a minimal risk condition.</p> <p>(c) The individual operating the vehicle under subdivision (a) and the individual who is monitoring the vehicle for purposes of subdivision (b) may lawfully operate a motor vehicle in the United States.</p> <p>(3) A university researcher or an employee of the state transportation department or the department who is engaged in research or testing of automated motor vehicles may operate an automated motor vehicle if the operation is in compliance with subsection (2).</p>
Request for Study	
Vehicle Testing	<p>Sec. 665.</p> <p>(1) Before beginning research or testing on a highway or street in this state of an automated motor vehicle, technology that allows a motor vehicle to operate without a human operator, or any automated driving system installed in a motor vehicle under this section, the manufacturer of automated driving systems or upfitter performing that research or testing shall submit proof satisfactory to the secretary of state that the vehicle is insured under chapter 31 of the insurance code of 1956, 1956 PA 218, MCL 500.3101 to 500.3179.</p> <p>(2) A manufacturer of automated driving systems or upfitter shall ensure that all of the following circumstances exist when researching or testing the operation, including operation without a human operator, of an automated motor vehicle or any automated technology or automated driving system installed in a motor vehicle upon a highway or street:</p> <p>(a) The vehicle is operated only by an employee, contractor, or other person designated or otherwise authorized by that manufacturer of automated driving systems or upfitter. This subdivision does not apply to a university researcher or an employee of the state transportation department or the department described in subsection (3).</p> <p>(b) An individual described in subdivision (a) has the ability to monitor the vehicle's performance while it is being operated on a highway or street in this state and, if</p>

	<p>necessary, promptly take control of the vehicle's movements. If the individual does not, or is unable to, take control of the vehicle, the vehicle shall be capable of achieving a minimal risk condition.</p> <p>(c) The individual operating the vehicle under subdivision (a) and the individual who is monitoring the vehicle for purposes of subdivision (b) may lawfully operate a motor vehicle in the United States.</p> <p>(3) A university researcher or an employee of the state transportation department or the department who is engaged in research or testing of automated motor vehicles may operate an automated motor vehicle if the operation is in compliance with subsection (2).</p> <p>(4) An automated motor vehicle may be operated on a street or highway in this state.</p> <p>(5) When engaged, an automated driving system allowing for operation without a human operator shall be considered the driver or operator of a vehicle for purposes of determining conformance to any applicable traffic or motor vehicle laws and shall be deemed to satisfy electronically all physical acts required by a driver or operator of the vehicle.</p>
<p>Agency/Governance</p>	<p>Sec. 665.</p> <p>(6) The Michigan council on future mobility is created within the state transportation department. The council shall provide to the governor, legislature, department, state transportation department, department of insurance and financial services, department of technology, management, and budget, and department of state police recommendations for changes in state policy to ensure that this state continues to be the world leader in autonomous, driverless, and connected vehicle technology. The council created under this subsection shall consist of all of the following members, who shall serve without compensation:</p> <p>(a) Eleven individuals appointed by the governor who represent the interests of local government or are business, policy, research, or technological leaders in future mobility. The individuals appointed under this subdivision shall be voting members.</p> <p>(b) One individual appointed by the governor who is representative of insurance interests. The individual appointed under this subdivision shall be a voting member.</p>

	<p>(c) Two state senators appointed by the senate majority leader to serve as nonvoting ex officio members. One of the senators appointed under this subdivision shall be a member of the majority party, and 1 of the senators appointed under this subdivision shall be a member of the minority party.</p> <p>(d) Two state representatives appointed by the speaker of the house of representatives to serve as nonvoting ex officio members. One of the representatives appointed under this subdivision shall be a member of the majority party, and 1 of the representatives appointed under this subdivision shall be a member of the minority party.</p> <p>(e) The secretary of state or his or her designee. The individual appointed under this subdivision shall be a voting member.</p> <p>(f) The director of the state transportation department or his or her designee. The individual appointed under this subdivision shall be a voting member.</p> <p>(g) The director of the department of state police or his or her designee. The individual appointed under this subdivision shall be a voting member.</p> <p>(h) The director of the department of insurance and financial services or his or her designee. The individual appointed under this subdivision shall be a voting member.</p> <p>(i) The director of the department of technology, management, and budget or his or her designee. The individual appointed under this subdivision shall be a voting member.</p> <p>(7) The governor shall designate 1 or more of the members of the commission to serve as chairperson of the commission who shall serve at the governor's pleasure.</p> <p>(8) The council created under subsection (6) shall submit recommendations for statewide policy changes and updates no later than March 31, 2017 and shall continue to make recommendations annually thereafter, or more frequently in the commission's discretion.</p>
Accident Reporting	Sec. 665b.

	<p>(1) A motor vehicle manufacturer may participate in a SAVE project if it self-certifies to all of the following:</p> <p>(b) That each vehicle in the participating fleet is owned or controlled by the motor vehicle manufacturer and is equipped with all of the following:</p> <p>(ii) Automatic crash notification technology.</p>
Supremacy	
Other	

(24) Minnesota, None

(25) Mississippi, None

(26) Missouri, MO H 108, Failed

Definitions	
Insurance and Liability	
Operation on Public Roads	<p>304.004.4.</p> <p>This section and section 304.017 shall not apply to a connected vehicle technology testing program that uses networked wireless communication among vehicles, infrastructure, or communications devices. Any connected vehicle technology testing program shall be limited to the operation of trucks on the public highways of this state and shall be approved by the state highways and transportation commission before such technology shall be used in Missouri. Any connected vehicle technology testing program shall be further limited to operating multiple or single pairs of no more than two vehicles in a single convoy or formation. Each commercial motor vehicle in a pair, convoy, or formation shall have an appropriately endorsed driver who holds a valid commercial driver's license present behind the wheel.</p>
Privacy of Collected Vehicle Data	
Vehicle Inspection Requirements	
Infrastructure and Connected Vehicles	

Licensing and Registration	<p>304.004.4 . . .</p> <p>Each commercial motor vehicle in a pair, convoy, or formation shall have an appropriately endorsed driver who holds a valid commercial driver's license present behind the wheel.</p>
Operator Requirements	
Request for Study	
Vehicle Testing	<p>304.004.4.</p> <p>This section and section 304.017 shall not apply to a connected vehicle technology testing program that uses networked wireless communication among vehicles, infrastructure, or communications devices. Any connected vehicle technology testing program shall be limited to the operation of trucks on the public highways of this state and shall be approved by the state highways and transportation commission before such technology shall be used in Missouri. Any connected vehicle technology testing program shall be further limited to operating multiple or single pairs of no more than two vehicles in a single convoy or formation. Each commercial motor vehicle in a pair, convoy, or formation shall have an appropriately endorsed driver who holds a valid commercial driver's license present behind the wheel.</p>
Agency/Governance	<p>304.004.5.</p> <p>The highways and transportation commission is authorized to promulgate administrative rules that are reasonable and necessary to approve and implement a connected vehicle technology testing program including designated highways and hours of operation for vehicles in the testing program. Any rule or portion of a rule, as that term is defined in section 536.010, that is created under the authority delegated in this section shall become effective only if it complies with and is subject to all of the provisions of chapter 536 and, if applicable, section 536.028. This section and chapter 536 are nonseverable, and if any of the powers vested with the general assembly pursuant to chapter 536 to review, to delay the effective date, or to disapprove and annul a rule are subsequently held unconstitutional, then the grant of rulemaking authority and any rule proposed or adopted after August 28, 2017, shall be invalid and void.</p>
Accident Reporting	
Supremacy	

Other	<p>304.004.6. Pursuant to section 23.253, of the Missouri sunset act:</p> <p>(1) The provisions of the connected vehicle technology testing program authorized under subsections 4 and 5 of this section shall automatically sunset six years after the effective date of this section unless reauthorized by an act of the general assembly; and</p> <p>(2) If such program is reauthorized, the connected vehicle technology testing program authorized under subsections 4 and 5 of this section shall automatically sunset twelve years after the effective date of the reauthorization of this section; and</p> <p>(3) Subsections 4 and 5 of this section shall terminate on September first of the calendar year immediately following the calendar year in which the connected vehicle technology testing program authorized under subsections 4 and 5 of this section is sunset.</p>
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(27) Montana, None

(28) Nebraska, 2017 NE L 627, Introduced

Definitions	<p>60-605</p> <p>Sec. 3. Autonomous motor vehicle means any motor vehicle equipped with autonomous technology.</p> <p>Sec. 4. Autonomous technology means technology installed on a motor vehicle that has the capability to drive the motor vehicle on which the technology is installed without active control or monitoring by a human operator. The term excludes a motor vehicle equipped with active safety systems or driver assistance systems, including, without limitation, a system to provide electronic blind spot assistance, crash avoidance, emergency braking, parking assistance, adaptive cruise control, lane keep assistance, lane departure warning, or a traffic jam and queuing assistant, unless any such system alone or in combination with other systems enables the motor vehicle on which the technology is installed to drive without active control or monitoring by a human operator.</p>
Insurance and Liability	60-605

	<p>Sec. 5. (2) For purposes of the Nebraska Rules of the Road and all other laws that apply to the operation of a motor vehicle in this state, a person shall be deemed to be the operator of an autonomous motor vehicle operating in autonomous mode when the person causes the motor vehicle's autonomous technology to engage, regardless of whether the person is physically present in the motor vehicle while the motor vehicle is operating in autonomous mode.</p>
<p>Operation on Public Roads</p>	<p>60-605</p> <p>Sec. 6. An autonomous motor vehicle operating on the highways of this state shall meet applicable federal standards and regulations and state laws and rules and regulations for such motor vehicle. The autonomous motor vehicle shall:</p> <p>(1) Have a system to safely alert the operator if an autonomous technology failure is detected while the autonomous technology is engaged. When an alert is given, the system must:</p> <p>(a) Require the operator to take control of the autonomous motor vehicle; and</p> <p>(b) Be capable of bringing the autonomous motor vehicle to a complete stop if the operator does not, or is not able to, take control of the autonomous motor vehicle;</p> <p>(2) Have a means, inside the autonomous motor vehicle, to visually indicate when the autonomous motor vehicle is operating in autonomous mode; and</p> <p>(3) Be capable of being operated in compliance with all traffic and motor vehicle laws of this state.</p>
<p>Privacy of Collected Vehicle Data</p>	
<p>Vehicle Inspection Requirements</p>	
<p>Infrastructure and Connected Vehicles</p>	
<p>Licensing and Registration</p>	<p>60-605</p>

	<p>Sec. 5. (1) A person who possesses a valid operator's license may operate an autonomous motor vehicle in autonomous mode on the highways of this state.</p> <p>(2) For purposes of the Nebraska Rules of the Road and all other laws that apply to the operation of a motor vehicle in this state, a person shall be deemed to be the operator of an autonomous motor vehicle operating in autonomous mode when the person causes the motor vehicle's autonomous technology to engage, regardless of whether the person is physically present in the motor vehicle while the motor vehicle is operating in autonomous mode.</p>
Operator Requirements	<p>60-6,179.01</p> <p>(2) Except as otherwise provided in subsection (3) of this section, no person shall use a handheld wireless communication device to read a written communication, manually type a written communication, or send a written communication while operating a motor vehicle which is in motion.</p> <p>(3) The prohibition in subsection (2) of this section does not apply to:</p> <p style="padding-left: 40px;">(b) A person operating an autonomous motor vehicle while the autonomous motor vehicle is operating in autonomous mode[. . .]</p> <p>60-6,287</p> <p>It is unlawful to operate upon any public highway in this state a motor vehicle which is equipped with or in which is located a television set so placed that the viewing screen is visible to the driver while operating such motor_vehicle_including an autonomous motor vehicle operating in autonomous mode. Any person violating this section is guilty of a Class V misdemeanor.</p>
Request for Study	
Vehicle Testing	
Agency/Governance	
Accident Reporting	
Supremacy	
Other	

(29) Nevada, 2017 NV A 69, Enacted as Amendment to NVRSA 482A

Definitions	<p>482A.025</p> <p>“Automated driving system” has the meaning ascribed to it in SAE J3016.</p> <p>482A.030</p> <p>“Autonomous vehicle” means a motor vehicle that is equipped with an automated driving system which is designed to function at a level of driving automation of level 3, 4 or 5 pursuant to SAE J3016. The term includes a fully autonomous vehicle.</p> <p>482A.040</p> <p>“Highway” means the entire width between the boundary lines of every way dedicated to a public authority when any part of the way is open to the use of the public for purposes of vehicular traffic, whether or not the public authority is maintaining the way.</p> <p>482A, AB 69,</p> <p>Sec. 2. "Driver-assistive platooning technology" means technology which enables two or more trucks or other motor vehicles to travel on a highway at electronically coordinated speeds in a unified manner at a following distance that is closer than would be reasonable and prudent without the use of the technology. The term does not include an automated driving system.</p> <p>Sec. 2.3. "Dynamic driving task" means all of the real-time operational and tactical functions required to operate an autonomous vehicle in traffic on a highway. The term does not include functions relating to planning for the use of the vehicle, including, without limitation, the scheduling of a trip or the selection of a destination or waypoint.</p> <p>Sec. 2.5. "Fully autonomous vehicle" means a vehicle equipped with an automated driving system which is designed to function at a level of driving automation of level 4 or 5 pursuant to SAE J3016.</p> <p>Sec. 2.7. "Minimal risk condition" means a condition in which an autonomous vehicle operating without a human driver, upon experiencing a failure of its automated driving system that renders the autonomous vehicle unable to perform the dynamic driving task, achieves a reasonably safe state which may include, without limitation, bringing the autonomous vehicle to a complete stop.</p>
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	<p>Sec. 3. "Operational design domain" means a description of the specific domain or domains in which an automated driving system is designed to properly operate, including, without limitation, types of roadways, ranges of speed and environmental conditions.</p> <p>Sec. 4. "SAE J3016" means the document published by SAE International on September 30, 2016, as "Taxonomy and Definitions for Terms Related to Driving Automation Systems for On-Road Motor Vehicles" or a document determined by the Department to be a subsequent version which is approved by the Department by regulation.</p> <p>484A.080</p> <p>1. Except as otherwise provided in subsection 2, "driver" means every person who drives or is in actual physical control of a vehicle.</p> <p>2. If a vehicle is an autonomous vehicle, as defined in NRS 482A.030, and the automated driving system, as defined in NRS 482A.025, of the autonomous vehicle is engaged, "driver" means a person who causes the automated driving system of the autonomous vehicle to engage.</p> <p>3. If a vehicle is a fully autonomous vehicle, as defined in section 2.5 of this act, and the automated driving system, as defined in NRS 482A.025, of the fully autonomous vehicle is engaged, "driver" does not include a natural person who causes the automated driving system of the fully autonomous vehicle to engage unless the natural person is the owner of the fully autonomous vehicle.</p>
Insurance and Liability	<p>482A.060</p> <p>Before a person begins testing an autonomous vehicle on a highway within this State, the person must:</p> <p>1. Submit to the Department proof of insurance or self-insurance acceptable to the Department in the amount of \$5,000,000; or</p> <p>2. Make a cash deposit or post and maintain a surety bond or other acceptable form of security with the Department in the amount of \$5,000,000.</p> <p>482A.090</p> <p>1. The original manufacturer of a motor vehicle that has been converted by a third party into an autonomous vehicle is not liable for damages to any person injured due to a defect caused by the</p>

	<p>conversion of the motor vehicle by the third party unless the defect that caused the injury was present in the vehicle as originally manufactured.</p> <p>2. The original manufacturer or developer of an automated driving system that has been modified by an unauthorized third party is not liable for damages to any person injured due to a defect caused by the modification of the automated driving system by the third party unless the defect that caused the injury was present in the automated driving system as originally manufactured or developed.</p>
<p>Operation on Public Roads</p>	<p>482A.070</p> <p>1. Except as otherwise provided in subsection 2, if an autonomous vehicle is being tested or operated on a highway within this State, a human operator must be:</p> <p style="padding-left: 40px;">(a) Seated in a position which allows the human operator to take immediate manual control of the autonomous vehicle; and</p> <p style="padding-left: 40px;">(b) Capable of taking over immediate manual control of the autonomous vehicle in the event of a failure of the automated driving system or other emergency.</p> <p>2. A fully autonomous vehicle may be tested or operated on a highway within this State with the automated driving system engaged and without a human operator being present within the fully autonomous vehicle if the fully autonomous vehicle satisfies the requirements of paragraph (b) of subsection 2 of NRS 482A.080.</p> <p>482A.080</p> <p>1. An autonomous vehicle shall not be registered in this State unless the autonomous vehicle has affixed to it a label pursuant to 49 C.F.R. § 567.4.</p> <p>2. Except as otherwise provided in subsection 3, an autonomous vehicle shall not be tested or operated on a highway within this State with a human operator unless the autonomous vehicle is capable of operating in compliance with the applicable motor vehicle laws and traffic laws of this State, unless an exemption has been granted by the Department, and:</p> <p style="padding-left: 40px;">(a) If the autonomous vehicle is not a fully autonomous vehicle, the autonomous vehicle is:</p>

	<p>(1) Equipped with a means to engage and disengage the automated driving system which is easily accessible to the human operator of the autonomous vehicle;</p> <p>(2) Equipped with an indicator located inside the autonomous vehicle which indicates when the automated driving system is operating the autonomous vehicle; and</p> <p>(3) Equipped with a means to alert the human operator to take manual control of the autonomous vehicle if a failure of the automated driving system occurs which renders the automated driving system unable to perform the dynamic driving task relevant to its intended operational design domain; and</p> <p>(b) If the autonomous vehicle is a fully autonomous vehicle, the fully autonomous vehicle is capable of achieving a minimal risk condition if a failure of the automated driving system occurs which renders the automated driving system unable to perform the dynamic driving task relevant to its intended operational design domain.</p> <p>3. If a federal law or regulation provides standards for the operation of an autonomous vehicle, an autonomous vehicle may be tested or used on a highway within this State with a human operator if the autonomous vehicle is capable of operating in compliance with the applicable motor vehicle laws and traffic laws of this State and such a federal law or regulation.</p> <p>2017 NV A 69</p> <p>Sec. 5.4. A truck or other motor vehicle may use driver- assistive platooning technology on a highway within this State only if the truck or other motor vehicle and the driver-assistive platooning technology are capable of being operated in compliance with the applicable motor vehicle laws and traffic laws of this State, unless the truck or other motor vehicle has been granted an exemption by the Department.</p> <p>484B.127.1.</p> <p>The driver of a vehicle shall not follow another vehicle more closely than is reasonable and prudent, having due regard for the speed of such vehicles and the traffic upon and the condition of the highway. . . (4) This section does not apply to a vehicle which</p>
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	is using driver-assistive platooning technology, as defined in section 2 of this act.
Privacy of Collected Vehicle Data	
Vehicle Inspection Requirements	
Infrastructure and Connected Vehicles	
Licensing and Registration	<p>482A.080</p> <p>1. An autonomous vehicle shall not be registered in this State unless the autonomous vehicle has affixed to it a label pursuant to 49 C.F.R. § 567.4.</p> <p>482A.200</p> <p>No motor vehicle laws or traffic laws of this State shall be construed to require a human driver to operate a fully autonomous vehicle which is being operated by an automated driving system. The automated driving system of a fully autonomous vehicle shall, when engaged, be deemed to fulfill any physical acts which would otherwise be required of a human driver except those acts which by their nature can have no application to such a system.</p>
Operator Requirements	<p>482A.070</p> <p>1. Except as otherwise provided in subsection 2, if an autonomous vehicle is being tested or operated on a highway within this State, a human operator must be:</p> <p>(a) Seated in a position which allows the human operator to take immediate manual control of the autonomous vehicle; and</p> <p>(b) Capable of taking over immediate manual control of the autonomous vehicle in the event of a failure of the automated driving system or other emergency.</p> <p>2. A fully autonomous vehicle may be tested or operated on a highway within this State with the automated driving system engaged and without a human operator being present within the fully autonomous vehicle if the fully autonomous vehicle satisfies the requirements of paragraph (b) of subsection 2 of NRS 482A.080.</p>

	<p>482A.200</p> <p>No motor vehicle laws or traffic laws of this State shall be construed to require a human driver to operate a fully autonomous vehicle which is being operated by an automated driving system. The automated driving system of a fully autonomous vehicle shall, when engaged, be deemed to fulfill any physical acts which would otherwise be required of a human driver except those acts which by their nature can have no application to such a system.</p>
Request for Study	
Vehicle Testing	<p>482A.070</p> <p>1. Except as otherwise provided in subsection 2, if an autonomous vehicle is being tested or operated on a highway within this State, a human operator must be:</p> <p style="padding-left: 40px;">(a) Seated in a position which allows the human operator to take immediate manual control of the autonomous vehicle; and</p> <p style="padding-left: 40px;">(b) Capable of taking over immediate manual control of the autonomous vehicle in the event of a failure of the automated driving system or other emergency.</p> <p>2. A fully autonomous vehicle may be tested or operated on a highway within this State with the automated driving system engaged and without a human operator being present within the fully autonomous vehicle if the fully autonomous vehicle satisfies the requirements of paragraph (b) of subsection 2 of NRS 482A.080.</p> <p>482A.080</p> <p>1. An autonomous vehicle shall not be registered in this State unless the autonomous vehicle has affixed to it a label pursuant to 49 C.F.R. § 567.4.</p> <p>2. Except as otherwise provided in subsection 3, an autonomous vehicle shall not be tested or operated on a highway within this State with a human operator unless the autonomous vehicle is capable of operating in compliance with the applicable motor vehicle laws and traffic laws of this State, unless an exemption has been granted by the Department, and:</p> <p style="padding-left: 40px;">(a) If the autonomous vehicle is not a fully autonomous vehicle, the autonomous vehicle is:</p>

	<p>(1) Equipped with a means to engage and disengage the automated driving system which is easily accessible to the human operator of the autonomous vehicle;</p> <p>(2) Equipped with an indicator located inside the autonomous vehicle which indicates when the automated driving system is operating the autonomous vehicle; and</p> <p>(3) Equipped with a means to alert the human operator to take manual control of the autonomous vehicle if a failure of the automated driving system occurs which renders the automated driving system unable to perform the dynamic driving task relevant to its intended operational design domain; and</p> <p>(b) If the autonomous vehicle is a fully autonomous vehicle, the fully autonomous vehicle is capable of achieving a minimal risk condition if a failure of the automated driving system occurs which renders the automated driving system unable to perform the dynamic driving task relevant to its intended operational design domain.</p> <p>3. If a federal law or regulation provides standards for the operation of an autonomous vehicle, an autonomous vehicle may be tested or used on a highway within this State with a human operator if the autonomous vehicle is capable of operating in compliance with the applicable motor vehicle laws and traffic laws of this State and such a federal law or regulation.</p>
<p>Agency/Governance</p>	<p>Sec. 5.6.</p> <p>1. Notwithstanding any other provision of law and except as otherwise provided in this chapter, only the Department may adopt regulations or impose any requirement relating to the technology of an automated driving system or autonomous vehicle, and any such regulations adopted, ordinance enacted or requirement imposed by another governmental entity or local government is void.</p> <p>2. A local government shall not impose any tax or fee or impose any other requirement on an automated driving system or autonomous vehicle or on a person who operates an autonomous vehicle</p>

	<p>482A.100</p> <p>1. The Department may adopt regulations relating to the operation and testing of autonomous vehicles on highways within the State of Nevada which are consistent with this chapter and do not impose additional requirements upon the operation and testing of autonomous vehicles.</p> <p>2. A regulation adopted pursuant to subsection 1 shall not become effective until at least 180 days after the regulation is adopted by the Department.</p> <p>3. The regulations adopted pursuant to subsection 1 may:</p> <p>(a) Require that an autonomous vehicle or automated driving system be certified to comply with the requirements of this chapter by the manufacturer of the autonomous vehicle, the manufacturer or developer of the automated driving system or an autonomous vehicle certification facility licensed pursuant to paragraph (c) before it may be operated on a highway within this State;</p> <p>(b) Include provisions relating to license plates for and the registration of autonomous vehicles and the licensing and training of drivers that do not conflict with this chapter or unreasonably impede the testing and operation of autonomous vehicles in this State; and</p> <p>(c) Provide for the licensing of autonomous vehicle certification facilities.</p>
Accident Reporting	<p>AB 69,</p> <p>Sec. 5.8. Any person responsible for the testing of an autonomous vehicle shall report to the Department, within 10 business days after a motor vehicle crash, any motor vehicle crash involving the testing of the autonomous vehicle which results in personal injury or property damage estimated to exceed \$750. The Department shall prescribe by regulation the information which must be included in such a report.</p>
Supremacy	<p>482A.080</p> <p>3. If a federal law or regulation provides standards for the operation of an autonomous vehicle, an autonomous vehicle may be tested or used on a highway within this State with a human operator if the autonomous vehicle is capable of operating in compliance with the applicable motor vehicle laws and traffic laws of this State and such a federal law or regulation.</p>
Other	<p>Sec. 6.</p>

	<p>1. The Department may impose an administrative fine, not to exceed \$2,500, for a violation of any provision of this chapter or any regulation adopted pursuant thereto.</p> <p>2. In addition to any other penalty provided by this chapter, it is a gross misdemeanor for any person knowingly to falsify an application to obtain a license for an autonomous vehicle certification facility or any other document submitted to or issued by the Department pursuant to this chapter.</p>
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(30) New Hampshire, 2017 NH H 314, Introduced

<p>Definitions</p>	<p>259:5-b</p> <p>Autonomous Technology. "Autonomous technology" means technology installed on a motor vehicle that provides the motor vehicle with the capability to drive without the direct active control or monitoring by a human operator. The term excludes a motor vehicle equipped with active safety systems or driver assistance systems, including, without limitation, a system to provide electronic blind spot assistance, crash avoidance, emergency braking, parking assistance, adaptive cruise control, lane keep assistance, lane departure warning, or traffic jam and queuing assistant, unless any such system alone or in combination with other systems enables the vehicle on which the technology is installed to drive without the direct active control or monitoring by a human operator.</p> <p>259:5-c</p> <p>Autonomous Vehicle. "Autonomous vehicle" means any motor vehicle installed with autonomous technology.</p>
<p>Insurance and Liability</p>	<p>266:117</p> <p>II. . . Prior to the start of testing in this state, the entity performing the testing shall submit to the department of safety, division of motor vehicles, a surety bond or documentation of liability insurance coverage of at least \$5 million.</p> <p>IV. The original manufacturer of a vehicle converted by a third party to an autonomous vehicle shall not be liable in, and shall have a defense to and be dismissed from, any legal action brought against the original manufacturer by any person injured due to an alleged vehicle defect caused by the conversion of the vehicle, unless the manufacturer participated in or facilitated the adaption of the vehicle to autonomous technology or unless the alleged defect was present in the vehicle as originally manufactured.</p>

<p>Operation on Public Roads</p>	<p>266:117</p> <p>I. An autonomous vehicle shall:</p> <p>(a) Comply with all federal standards and regulations applicable to motor vehicles;</p> <p>(b) Have a means to engage and disengage the autonomous technology which is easily accessible to the operator;</p> <p>(c) Have a means, inside the vehicle, to visually indicate when the vehicle is operating in autonomous mode;</p> <p>(d) Have a means to alert the operator of the vehicle if a technology failure affecting the ability of the vehicle to safely operate autonomously is detected while the vehicle is operating autonomously in order to indicate to the operator to take control of the vehicle; and</p> <p>(e) Be capable of being operated in compliance with the uniform rules of the road of this state.</p> <p>II. Vehicles equipped with autonomous technology may be operated on roads in this state by employees, contractors, or other persons designated by manufacturers of autonomous technology solely for purposes of testing the technology. For testing purposes, a human operator with a valid driver's license shall be present in the autonomous vehicle to monitor the vehicle's performance and intervene, if necessary, unless the vehicle is being tested or demonstrated on a closed course. Prior to the start of testing in this state, the entity performing the testing shall submit to the department of safety, division of motor vehicles, a surety bond or documentation of liability insurance coverage of at least \$5 million.</p>
<p>Privacy of Collected Vehicle Data</p>	
<p>Vehicle Inspection Requirements</p>	
<p>Infrastructure and Connected Vehicles</p>	

Licensing and Registration	<p>266:117</p> <p>II. . . . For testing purposes, a human operator with a valid driver's license shall be present in the autonomous vehicle to monitor the vehicle's performance and intervene, if necessary, unless the vehicle is being tested or demonstrated on a closed course. . . .</p>
Operator Requirements	<p>266:117</p> <p>II. . . . For testing purposes, a human operator with a valid driver's license shall be present in the autonomous vehicle to monitor the vehicle's performance and intervene, if necessary, unless the vehicle is being tested or demonstrated on a closed course. . . .</p>
Request for Study	
Vehicle Testing	
Agency/Governance	<p>266:117</p> <p>III. The commissioner shall adopt rules under RSA 541-A implementing this section; provided, that such rules may include:</p> <p>(a) Additional requirements that an autonomous vehicle and any person authorized to test such vehicles under this section must meet before operating such vehicles.</p> <p>(b) Minimum safety standards for autonomous vehicles and their operation, including, but not limited to, any geographic areas in which autonomous vehicles may not be operated.</p>
Accident Reporting	
Supremacy	<p>266:117</p> <p>V. Federal regulations promulgated by the National Highway Traffic Safety Administration shall supersede this section when found to be in conflict with this section.</p>
Other	

(31) New Jersey, 2016 NJ S 343, Pending; 2016 NJ A 554, Pending; 2016 NJ A 3745, Pending

Definitions	<p>2016 NJ S 343, Pending</p> <p>1. For the purposes of this act:</p> <p>"Artificial intelligence" means the use of computers and related equipment to enable a machine to duplicate or mimic the behavior of human beings.</p> <p>"Autonomous mode" means the operation of the autonomous vehicle without the active control of a human being.</p> <p>"Autonomous vehicle" means a motor vehicle that uses artificial intelligence, sensors, global positioning system coordinates, or any other technology to carry out the mechanical operations of driving without the active control and continuous monitoring of a human operator.</p> <p>"Sensors" include, without limitation, cameras, lasers, and radar.</p> <p>2016 NJ A 554, Pending</p> <p>1. a. As used in this act, "autonomous motor vehicle" means any self-driving vehicle that is capable of operating without active control or monitoring by a human operator.</p> <p>2016 NJ A 3745, Pending</p> <p>"Autonomous mode" means the operation of an autonomous vehicle without the active control of a human being.</p> <p>"Autonomous technology" means technology that has the capability to drive a motor vehicle without active physical control or monitoring by an operator.</p> <p>"Autonomous vehicle" means a motor vehicle that uses autonomous technology, including sensors, global positioning system coordinates, or any other technology to perform the mechanical operations of driving.</p> <p>"Commission" means the New Jersey Motor Vehicle Commission, or successor agency.</p> <p>"Manufacturer" means the person that originally manufactures the autonomous technology and equips autonomous technology on a non-autonomous motor vehicle or, in the case of a motor vehicle</p>
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	<p>not originally equipped with autonomous technology by the motor vehicle manufacturer, the person that modifies the motor vehicle by installing autonomous technology to convert the motor vehicle to an autonomous vehicle.</p> <p>"Operator" means a person who is seated in the driver's seat of an autonomous vehicle or has the ability to cause the autonomous technology to engage.</p> <p>"Sensors" include, without limitation, any cameras, lasers, radar, or other technology used in the operation of an autonomous vehicle.</p>
Insurance and Liability	<p>2016 NJ A 3745, Pending</p> <p>2.c. prior to the start of testing in this State, the manufacturer performing the testing obtains an instrument of insurance, surety bond, or proof of self-insurance in the amount of \$5,000,000, and shall provide evidence of the insurance, surety bond, or self-insurance to the commission, in a form and manner determined by the commission.</p>
Operation on Public Roads	<p>2016 NJ A 3745, Pending</p> <p>2. An autonomous vehicle may be operated on any public highway, road, or street within this State for testing purposes by an operator who possesses the proper class of license, as determined by the commission, for the type of vehicle being operated, provided that the following requirements are met:</p> <p>a. the autonomous vehicle is being operated on a public highway, road, or street in this State solely by employees, contractors, or other persons designated by the manufacturer of the autonomous technology or autonomous vehicle;</p> <p>b. the operator is seated in the driver's seat, monitoring the safe operation of the autonomous vehicle, and is capable of taking over immediate manual control of the autonomous vehicle in the event of an autonomous technology failure or other emergency; and</p> <p>c. prior to the start of testing in this State, the manufacturer performing the testing obtains an instrument of insurance, surety bond, or proof of self-insurance in the amount of \$5,000,000, and shall provide evidence of the</p>

insurance, surety bond, or self-insurance to the commission, in a form and manner determined by the commission.

3. An autonomous vehicle shall not be operated on a public highway, road, or street in this State for testing purposes until the commission approves an application submitted by the manufacturer to the commission, in a form and manner determined by the commission. The application shall contain requirements that include, but are not limited to:

a. a certification by the manufacturer that the autonomous technology satisfies the following requirements:

(1) the autonomous technology has the ability to be easily engaged or disengaged by the operator;

(2) the autonomous vehicle has a visual indicator inside the cabin of the vehicle to indicate when the autonomous technology is engaged;

(3) the autonomous vehicle has a system to safely alert the operator if an autonomous technology failure is detected while the autonomous technology is engaged, and when an alert is given, the autonomous vehicle shall either:

(a) require the operator to take control of the autonomous vehicle; or

(b) be capable of coming to a complete stop if the operator does not or is unable to take control of the autonomous vehicle.

(4) the autonomous vehicle shall allow the operator to take control in multiple ways, including, but not limited to, the use of the brake, the accelerator pedal, or the steering wheel, and shall alert the operator that the autonomous technology has been disengaged;

(5) the autonomous vehicle and autonomous technology meet the safety and performance standards provided in State and federal law for the vehicle's model year; and

(6) the autonomous vehicle has a separate mechanism, in addition to, and separate from, any other mechanism required by law, to capture and store the autonomous technology sensor data for

	<p>at least 30 seconds before a collision occurs between the autonomous vehicle and another vehicle, object, or person while the vehicle is operating in autonomous mode. The autonomous technology sensor data shall be stored for three years from the date of the collision and captured and stored in a read-only format by the mechanism so that the data is retained until extracted from the mechanism by an external device capable of downloading and storing the data.</p> <p>b. A certification that the manufacturer has tested the autonomous technology on private roads, lots, or tracks, or out-of-State public highways, roads, and streets, and has complied with other testing standards, if any, established by the commission.</p> <p>c. A certification that the manufacturer will maintain a surety bond, or proof of self-insurance as specified in regulations adopted by the commission, in an amount of \$5,000,000.</p>
<p>Privacy of Collected Vehicle Data</p>	<p>2016 NJ A 3745, Pending</p> <p>3. An autonomous vehicle shall not be operated on a public highway, road, or street in this State for testing purposes until the commission approves an application submitted by the manufacturer to the commission, in a form and manner determined by the commission. The application shall contain requirements that include, but are not limited to:</p> <p>a. a certification by the manufacturer that the autonomous technology satisfies the following requirements:</p> <p>(6) the autonomous vehicle has a separate mechanism, in addition to, and separate from, any other mechanism required by law, to capture and store the autonomous technology sensor data for at least 30 seconds before a collision occurs between the autonomous vehicle and another vehicle, object, or person while the vehicle is operating in autonomous mode. The autonomous technology sensor data shall be stored for three years from the date of the collision and captured and stored in a read-only format by the mechanism so that the data is retained until extracted from the mechanism by an external</p>

	<p>device capable of downloading and storing the data.</p> <p>2016 NJ A 3745, Pending</p> <p>5. The manufacturer of the autonomous technology installed on an autonomous vehicle shall provide a written disclosure to the purchaser of the autonomous vehicle that describes what information, including personal information, is collected by the autonomous technology equipped on the vehicle.</p>
Vehicle Inspection Requirements	
Infrastructure and Connected Vehicles	
Licensing and Registration	<p>2016 NJ S 343, Pending</p> <p>2. a. The New Jersey Motor Vehicle Commission shall establish a driver's license endorsement for the operation of autonomous vehicles on the highways, roads, and streets of this State. Except for a person testing an autonomous vehicle under the regulations adopted by the Chief Administrator of the New Jersey Motor Vehicle Commission pursuant to section 3 of P.L. , c. (pending before the Legislature as this bill), a person shall not operate an autonomous vehicle in autonomous mode unless that person has obtained an endorsement on that person's driver's license to operate an autonomous vehicle.</p> <p>b. An endorsement to a driver's license allowing a person to operate an autonomous vehicle shall not require that a person actively drive the autonomous vehicle.</p>
Operator Requirements	<p>2016 NJ A 3745, Pending</p> <p>2. An autonomous vehicle may be operated on any public highway, road, or street within this State for testing purposes by an operator who possesses the proper class of license, as determined by the commission, for the type of vehicle being operated, provided that the following requirements are met:</p> <p>a. the autonomous vehicle is being operated on a public highway, road, or street in this State solely by employees, contractors, or other persons designated by the</p>

	<p>manufacturer of the autonomous technology or autonomous vehicle;</p> <p>b. the operator is seated in the driver's seat, monitoring the safe operation of the autonomous vehicle, and is capable of taking over immediate manual control of the autonomous vehicle in the event of an autonomous technology failure or other emergency; . . .</p> <p>2016 NJ A 554, Pending</p> <p>b. Any autonomous motor vehicle sold in this State shall be equipped with an ignition interlock device. The ignition interlock device shall be installed in a manner that renders the motor vehicle inoperable if the driver is intoxicated.</p>
Request for Study	
Vehicle Testing	<p>2016 NJ A 3745</p> <p>3. An autonomous vehicle shall not be operated on a public highway, road, or street in this State for testing purposes until the commission approves an application submitted by the manufacturer to the commission, in a form and manner determined by the commission. The application shall contain requirements that include, but are not limited to:</p> <p>a. a certification by the manufacturer that the autonomous technology satisfies the following requirements:</p> <p>(1) the autonomous technology has the ability to be easily engaged or disengaged by the operator;</p> <p>(2) the autonomous vehicle has a visual indicator inside the cabin of the vehicle to indicate when the autonomous technology is engaged;</p> <p>(3) the autonomous vehicle has a system to safely alert the operator if an autonomous technology failure is detected while the autonomous technology is engaged, and when an alert is given, the autonomous vehicle shall either:</p> <p>(a) require the operator to take control of the autonomous vehicle; or</p>

	<p>(b) be capable of coming to a complete stop if the operator does not or is unable to take control of the autonomous vehicle.</p> <p>(4) the autonomous vehicle shall allow the operator to take control in multiple ways, including, but not limited to, the use of the brake, the accelerator pedal, or the steering wheel, and shall alert the operator that the autonomous technology has been disengaged;</p> <p>(5) the autonomous vehicle and autonomous technology meet the safety and performance standards provided in State and federal law for the vehicle's model year; and</p> <p>(6) the autonomous vehicle has a separate mechanism, in addition to, and separate from, any other mechanism required by law, to capture and store the autonomous technology sensor data for at least 30 seconds before a collision occurs between the autonomous vehicle and another vehicle, object, or person while the vehicle is operating in autonomous mode. The autonomous technology sensor data shall be stored for three years from the date of the collision and captured and stored in a read-only format by the mechanism so that the data is retained until extracted from the mechanism by an external device capable of downloading and storing the data.</p> <p>b. A certification that the manufacturer has tested the autonomous technology on private roads, lots, or tracks, or out-of-State public highways, roads, and streets, and has complied with other testing standards, if any, established by the commission.</p> <p>c. A certification that the manufacturer will maintain a surety bond, or proof of self-insurance as specified in regulations adopted by the commission, in an amount of \$5,000,000.</p>
Agency/Governance	<p>2016 NJ S 343, Pending</p> <p>3. Within 12 months of the effective date of P.L. , c. (C.) (pending before the Legislature as this bill), the Chief Administrator of the New Jersey Motor Vehicle Commission shall adopt regulations, pursuant to the</p>

	<p>provisions of the "Administrative Procedure Act," P.L.1968, c.410 (C.52:14B-1 et seq.), authorizing the operation of autonomous vehicles on highways, roads, and streets in this State. The regulations shall include, but not be limited to:</p> <ul style="list-style-type: none"> a. Requirements an autonomous vehicle shall meet before it may be operated on any highway, road, or street within this State; b. Requirements for proof of insurance as required by section 1 of P.L.1972, c.197 (C.39:6B-1) to test or operate an autonomous vehicle on any highway, road, or street within this State, in consultation with the Commissioner of Banking and Insurance, pursuant to section 2 of P.L.1972, c.200 (C.39:3-29.1); c. Requirements for the registration of the autonomous vehicle, pursuant to R.S.39:3-4; d. Minimum safety standards for autonomous vehicles and their operation; e. Requirements for testing autonomous vehicles; f. Restrictions for testing autonomous vehicles in specified geographic areas; and g. Any other requirements the chief administrator determines to be necessary. <p>2016 NJ A 3745, Pending</p> <p>4. The commission shall approve an application submitted by a manufacturer pursuant to section 3 of P.L. , c. (C.) (pending before the Legislature as this bill) if the commission finds that the applicant has submitted all required information, completed testing necessary to satisfy the commission that the autonomous vehicle is safe to operate on the public highways, roads, and streets of this State for testing purposes, and complied with the regulations adopted by the commission pursuant to P.L. , c. (C.) (pending before the Legislature as this</p> <p>6. The commission shall adopt, pursuant to the "Administrative Procedure Act," P.L.1968, c.410 (C.52:14B-1 et seq.), rules and regulations to effectuate the purposes of P.L. , c. (C.) (pending before the Legislature as this bill).</p>
Accident Reporting	
Supremacy	2016 NJ S 343, Pending

	<p>4. No provision in this act, or in any manual, test, or administrative procedure developed to implement the provisions of this act, shall be deemed to expand the requirements set forth in federal law or regulation. This section shall not be deemed to limit the authority of the chief administrator, or the authority of any State department or agency, to promulgate, pursuant to other provisions of State law, standards and procedures on vehicle inspections that are consistent with federal law and regulation.</p>
Other	

(32) New Mexico, None

(33) New York, 2017 NY A 1037, Pending; A03005C, Part FF, Passed

Definitions	<p>2017 NY A 1037, Pending</p> <p>Section 2. The vehicle and traffic law is amended by adding two new sections 100-e and 100-f to read as follows:</p> <p style="padding-left: 40px;">Section 100-e. Autonomous technology. Technology installed on a motor vehicle that has the capability to drive the vehicle on which the technology is installed without the active control or monitoring by a human operator. Such term excludes a motor vehicle enabled with active safety systems or driver assistance systems, including, without limitation, a system to provide electronic blind spot assistance, crash avoidance, emergency braking, parking assistance, adaptive cruise control, lane keep assistance, lane departure warning, or traffic jam and queuing assistant, unless any such system alone or in combination with other systems enables the motor vehicle on which the technology is installed to drive without the active control or monitoring by a human operator.</p> <p style="padding-left: 40px;">Section 100-f. Autonomous vehicle. A motor vehicle equipped with autonomous technology.</p> <p>Section 4. The vehicle and traffic law is amended by adding a new section 507-a to read as follows:</p> <p style="padding-left: 40px;">2. For the purposes of this chapter, a person shall be deemed to be operating an autonomous vehicle operating in autonomous mode when such person causes such vehicle's autonomous technology to engage, regardless of</p>
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	<p>whether such person is physically present in the autonomous vehicle.</p> <p>A03005C, Part FF</p> <p>b. For the purposes of this act, the term "autonomous vehicle technology" shall mean the hardware and software that are collectively capable of performing part or all of the dynamic driving task on a sustained basis, and the term "dynamic driving task" shall mean 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 waypoints.</p>
<p>Insurance and Liability</p>	<p>2017 NY A 1037, Pending</p> <p>Section 4. The vehicle and traffic law is amended by adding a new section 507-a to read as follows:</p> <p>2. For the purposes of this chapter, a person shall be deemed to be operating an autonomous vehicle operating in autonomous mode when such person causes such vehicle's autonomous technology to engage, regardless of whether such person is physically present in the autonomous vehicle.</p> <p>Section 5. The vehicle and traffic law is amended by adding a new section 1212-a to read as follows:</p> <p>2. Prior to the commencement of any testing pursuant to this section, the entity shall submit to the department an instrument of insurance, surety bond or proof of self-insurance acceptable to the commissioner in an amount of not less than five million dollars.</p> <p>Section 6. Article 9 of the general obligations law is amended by adding a new title 3 to read as follows:</p> <p>Section 9-303. Liability of original manufacturer, distributor or dealer. The original manufacturer, distributor or dealer of a motor vehicle converted to be an autonomous vehicle by a third party after delivery of such motor vehicle by such manufacturer, distributor or dealer, shall not be liable in, shall have an absolute defense to and shall be discharged from any cause of action commenced by any person for damages due to an alleged motor vehicle defect caused by the conversion of such vehicle to an autonomous vehicle, or by any equipment installed upon a motor vehicle by the person who converted such</p>

	<p>vehicle to an autonomous vehicle, unless such defect is alleged to have been present in the motor vehicle as originally manufactured.</p>
<p>Operation on Public Roads</p>	<p>2017 NY A 1037, Pending</p> <p>Section 379. Autonomous vehicles. 1. Autonomous vehicles registered in this state shall comply with all federal standards and regulations applicable to motor vehicles. In addition, each autonomous vehicle shall:</p> <ul style="list-style-type: none"> (a) have a means to engage and disengage the autonomous technology therein which is easily accessible to the operator of the autonomous vehicle; (b) have the means, inside such vehicle, to indicate to the operator thereof when the autonomous vehicle is operating in autonomous mode; (c) have a means to alert the operator thereof if a technology failure affecting the ability of such vehicle to safely operate autonomously is detected while the autonomous vehicle is operating autonomously, so as to direct the vehicle operator to resume control of the motor vehicle; and (d) be capable of being operated in compliance with the provisions of this chapter and any rules and regulations promulgated pursuant thereto. <p>A03005C, Part FF</p> <p>Notwithstanding the provisions of section 1226 of the vehicle and traffic law, the New York state commissioner of motor vehicles may approve demonstrations and tests consisting of the operation of a motor vehicle equipped with autonomous vehicle technology while such motor vehicle is engaged in the use of such technology on public highways within this state for the purposes of demonstrating and assessing the current development of autonomous vehicle technology and to begin identifying potential impacts of such technology on safety, traffic control, traffic enforcement, emergency services, and such other areas as may be identified by such commissioner. Provided, however, that such demonstrations and tests shall only take place under the direct supervision of the New York state police. Such demonstrations and tests shall take place in a manner and form prescribed by the commissioner of motor vehicles including, but not limited to: a requirement that a natural person holding a valid license for the operation of the motor vehicle's class be present within such vehicle for the duration of the time it is operated on public</p>

	<p>highways; a requirement that the motor vehicle utilized in such demonstrations and tests complies with all applicable federal motor vehicle safety standards and New York state motor vehicle inspection standards; and a requirement that the motor vehicle utilized in such demonstrations and tests has in place, at a minimum, financial security in the amount of five million dollars. Nothing in this act shall authorize the motor vehicle utilized in such demonstrations and tests to operate in violation of article 22 or title 7 of the vehicle and traffic law, excluding section 1226 of such law.</p>
Privacy of Collected Vehicle Data	
Vehicle Inspection Requirements	
Infrastructure and Connected Vehicles	
Licensing and Registration	<p>2017 NY A 1037, Pending</p> <p>Section 4. The vehicle and traffic law is amended by adding a new section 507-a to read as follows:</p> <p>Section 507-a. Operation of autonomous vehicles. 1. Any person who holds a class D license or its equivalent may operate an autonomous vehicle in autonomous mode upon a public highway.</p>
Operator Requirements	
Request for Study	
Vehicle Testing	<p>2017 NY A 1037, Pending</p> <p>Section 5. The vehicle and traffic law is amended by adding a new section 1212-a to read as follows:</p> <p>Section 1212-a. Testing of autonomous vehicles. 1. Motor vehicles with autonomous technology are authorized to be operated on public highways by employees, contractors or other persons designated by a manufacturer of autonomous technology for the purpose of testing such technology. Provided, however, that for the purposes of this section a human operator shall be present within the motor vehicle such that such operator has the ability to monitor such vehicle's</p>

	<p>performance and resume full control of the motor vehicle, if necessary.</p> <p>2. Prior to the commencement of any testing pursuant to this section, the entity shall submit to the department an instrument of insurance, surety bond or proof of self-insurance acceptable to the commissioner in an amount of not less than five million dollars.</p>
Agency/Governance	<p>2017 NY A 1037, Pending</p> <p>Section 7. The commissioner of motor vehicles shall study the operation and testing of autonomous vehicles, and shall, on or before February 12, 2019, report his or her findings and recommendations to the governor and the legislature. Such report shall include recommendations and such legislative proposals as shall be deemed necessary for the safe testing and operation of motor vehicles equipped with autonomous technology.</p>
Accident Reporting	
Supremacy	
Other	<p>2017 NY A 1037, Pending</p> <p>Section 1. Legislative intent. The legislature hereby declares that it intends to encourage and support the safe development, testing and operation of motor vehicles with autonomous technology upon the public highways of the state. This state, while not prohibiting the testing and operation of motor vehicles with autonomous technology, hereby regulates such testing and operation.</p>

(34) North Carolina, 2017 NC H 469, Enacted as of Dec. 1, 2017

Definitions	<p>§ 20-400. Definitions.</p> <p>The following definitions apply in this Article:</p> <p>(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 operating within a limited or unlimited operational design domain.</p>
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	<p>(2) Dynamic driving task. – All of the real-time operational and tactical control functions required to operate a motor vehicle in motion or which has the engine running, such as:</p> <ul style="list-style-type: none">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.f. Enhancing conspicuity via lighting, signaling, and gesturing. <p>(3) Fully autonomous vehicle. – A motor vehicle equipped with an automated driving system that will not at any time require an occupant to perform any portion of the dynamic driving task when the automated driving system is engaged. If equipment that allows an occupant to perform any portion of the dynamic driving task is installed, it must be stowed or made unusable in such a manner that an occupant cannot assume control of the vehicle when the automated driving system is engaged.</p> <p>(4) Minimal risk condition. – An operating mode in which a fully autonomous vehicle with the automated driving system engaged achieves a reasonably safe state, bringing the vehicle to a complete stop, upon experiencing a failure of the automatic driving system that renders the vehicle unable to perform any portion of the dynamic driving task.</p> <p>(5) Operator. – For the purposes of this Article, is a person as defined in G.S. 20-4.01. An operator does not include an occupant within a fully autonomous vehicle performing solely strategic driving functions.</p> <p>(6) Operational design domain. – Specific conditions under which an automated driving system is limited to effectively operate, such as geographical limitations, roadway types, speed range, and environmental conditions.</p> <p>(7) Strategic driving functions. – Control of navigational parameters such as trip scheduling or the selection of destinations</p>
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	<p>and waypoints but does not include any portion of the dynamic driving task.</p> <p>§ 20-402. Applicability to vehicles other than fully autonomous vehicles.</p> <p>(a) Definitions. – As used in this section, a "request to intervene" means notification by a vehicle to the human operator that the operator should promptly begin or resume performance of part or all of the dynamic driving task.</p>
Insurance and Liability	<p>§ 20-401. Regulation of fully autonomous vehicles.</p> <p>(c) Parent or Legal Guardian Responsible for Certain Violations. – The parent or legal guardian of a minor is responsible for a violation of G.S. 20-135.2B, the prohibition on children in an open bed of a pickup, or G.S. 20-137.1, the child restraint law, if the violation occurs in a fully autonomous vehicle.</p> <p>(c1) Minimum Age for Unsupervised Minors in Fully Autonomous Vehicles. – It is unlawful for any parent or legal guardian of a person less than 12 years of age to knowingly permit that person to occupy a fully autonomous vehicle in motion or which has the engine running unless the person is under the supervision of a person 18 years of age or older.</p> <p>(d) Registered Owner Responsible for Moving Violations. – The person in whose name the fully autonomous vehicle is registered is responsible for a violation of this Chapter that is considered a moving violation, if the violation involves a fully autonomous vehicle.</p> <p>§ 20-401. Regulation of fully autonomous vehicles.</p> <p>(c) Parent or Legal Guardian Responsible for Certain Violations. – The parent or legal guardian of a minor is responsible for a violation of G.S. 20-135.2B, the prohibition on children in an open bed of a pickup, or G.S. 20-137.1, the child restraint law, if the violation occurs in a fully autonomous vehicle.</p> <p>(c1) Minimum Age for Unsupervised Minors in Fully Autonomous Vehicles. – It is unlawful for any parent or legal guardian of a person less than 12 years of age to knowingly permit that person to occupy a fully autonomous vehicle in motion or which has the engine running unless the person is under the supervision of a person 18 years of age or older.</p>

	<p>(d) Registered Owner Responsible for Moving Violations. – The person in whose name the fully autonomous vehicle is registered is responsible for a violation of this Chapter that is considered a moving violation, if the violation involves a fully autonomous vehicle.</p> <p>(e) Unattended Vehicle. – A vehicle shall not be considered unattended pursuant to G.S. 20-163 or any other provision of Chapter 20 of the General Statutes merely because it is a fully autonomous vehicle with the automated driving system engaged.</p>
<p>Operation on Public Roads</p>	<p>§ 20-402. Applicability to vehicles other than fully autonomous vehicles.</p> <p>(b) Applicability. – Operation of a motor vehicle equipped with an automated driving system capable of performing the entire dynamic driving task with the expectation that a human operator will respond appropriately to a request to intervene is lawful under this Chapter and subject to the provisions of this Chapter.</p> <p>20-401 Regulation of fully autonomous vehicles</p> <p>(g) Operation. – A person may operate a fully autonomous vehicle if the vehicle meets all of the following requirements:</p> <ul style="list-style-type: none"> (1) Unless an exception or exemption has been granted under applicable State or federal law, the vehicle: <ul style="list-style-type: none"> a. Is capable of being operated in compliance with Articles 3, 3A, 7, 11, and 13 of this Chapter; b. Complies with applicable federal law and regulations; and c. Has been certified in accordance with federal regulations in 49 C.F.R. Part 567 as being in compliance with applicable federal motor vehicle safety standards and bears the required certification label or labels. (2) The vehicle has the capability to meet the requirements of subsection (f) of this section. (3) The vehicle can achieve a minimal risk condition.

	<p>(4) The vehicle is covered by a motor vehicle liability policy meeting the applicable requirements of G.S. 20-279.21.</p> <p>(5) The vehicle is registered in accordance with Part 3 of Article 3 of this Chapter, and, if registered in this State, the vehicle shall be identified on the registration and registration card as a fully autonomous vehicle.</p>
Privacy of Collected Vehicle Data	
Vehicle Inspection Requirements	
Infrastructure and Connected Vehicles	
Licensing and Registration	<p>§ 20-401. Regulation of fully autonomous vehicles.</p> <p>(a) Driver's License Not Required. – Notwithstanding the provisions of G.S. 20-7 and this Chapter, the operator of a fully autonomous vehicle with the automated driving system engaged is not required to be licensed to operate a motor vehicle.</p> <p>(b) Vehicle Registration Card in Vehicle. – For a fully autonomous vehicle, the provisions of G.S. 20-49(4) and G.S. 20-57(c) are satisfied if the vehicle registration card is in the vehicle, physically or electronically, and readily available to be inspected by an officer or inspector.</p>
Operator Requirements	
Request for Study	<p>§ 20-403. Fully Autonomous Vehicle Committee.</p> <p>(a) Committee Established. – There is hereby created a Fully Autonomous Vehicle Committee within the Department of Transportation.</p> <p>(b) Membership. – The following persons shall serve on the Committee:</p> <p>(1) Secretary of Transportation, or the Secretary's designee.</p> <p>(2) The Secretary of Commerce, or the Secretary's designee.</p>

	<p>(3) The Commissioner of Insurance, or the Commissioner's designee.</p> <p>(4) A representative of the Highway Patrol, designated by the Commander.</p> <p>(5) A representative of the North Carolina Association of Chiefs of Police, designated by its Executive Director.</p> <p>(6) A representative of the North Carolina Sheriffs' Association, designated by its President.</p> <p>(7) A representative of the University of North Carolina Highway Safety Research Center, designated by the Director.</p> <p>(8) At least two representatives from the autonomous vehicle industry, designated by the Secretary of Transportation.</p> <p>(9) A representative of the Attorney General's Office, designated by the Attorney General, who is familiar with motor vehicle law.</p> <p>(10) A representative of local law enforcement, designated by the Secretary of Transportation.</p> <p>(11) A representative of the trucking industry, designated by the North Carolina Trucking Association.</p> <p>(12) A planner from an urban area, designated by the North Carolina League of Municipalities.</p> <p>(13) A planner from a rural area, designated by the North Carolina Association of County Commissioners.</p> <p>(14) Two members of the North Carolina Senate, designated by the President Pro Tempore of the Senate.</p> <p>(15) Two members of the North Carolina House of Representatives, designated by the Speaker of the House.</p> <p>(c) Duties. – The Committee shall meet regularly, and at a minimum four times a year, to consider matters relevant to fully autonomous vehicle technology, review State motor vehicle law as they relate to the deployment of fully autonomous vehicles onto the State highway system and municipal streets, make recommendations concerning the testing of fully autonomous vehicles, identify and make recommendations for Department of</p>
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	<p>Transportation traffic rules and ordinances, and make recommendations to the General Assembly on any needed changes to State law.</p> <p>(d) Staff. – The Department of Transportation shall provide staff and meeting space, from reasonably available resources, to the Committee."</p>
Vehicle Testing	
Agency/Governance	
Accident Reporting	<p>§ 20-401. Regulation of fully autonomous vehicles.</p> <p>(f) Duty to Stop in the Event of a Crash. – If all of the following conditions are met when a fully autonomous vehicle is involved in a crash, then the provisions of subsections (a) through (c2) and subsection (e) of G.S. 20-166 and subsections (a) and (c) of G.S. 20-166.1 shall be considered satisfied, and no violation of those provisions shall be charged:</p> <p>(1) The vehicle or the operator of the vehicle promptly contacts the appropriate law enforcement agency to report the crash.</p> <p>(2) The vehicle or operator of the vehicle promptly calls for medical assistance, if appropriate.</p> <p>(3) For a reportable crash, the vehicle remains at the scene of the crash until vehicle registration and insurance information is provided to the parties affected by the crash and a law enforcement officer authorizes the vehicle to be removed.</p> <p>(4) For a nonreportable crash, the vehicle remains at the scene or in the immediate vicinity of the crash until vehicle registration and insurance information is provided to the parties affected by the crash.</p>
Supremacy	
Other	

(35) North Dakota, 2017 ND H 1202, Enacted; 2017 ND H 1394, Failed

Definitions	
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Insurance and Liability	
Operation on Public Roads	
Privacy of Collected Vehicle Data	<p>2017 ND H 1394, Failed</p> <p>51-07-28.1. Autonomous vehicle data - Exceptions.</p> <p>1. The owner of an autonomous vehicle owns any data or information stored by the autonomous vehicle or gathered by the use of the autonomous vehicle. For purposes of this section "autonomous vehicle" means a motor vehicle using autonomous technology, as a means to eliminate the human operator.</p> <p>2. A manufacturer, insurer, or seller of autonomous vehicles or autonomous vehicular technology may share, release, or distribute nonidentifying aggregate vehicle data collected and stored by the autonomous vehicle. For purposes of this subsection "nonidentifying" means nonpersonalized information or data about the owner, operator, or the autonomous vehicle.</p> <p>3. A manufacturer, insurer, or seller of autonomous vehicles or autonomous vehicular technology may share, release, or distribute identifying or personalized information or data collected and stored by the autonomous vehicle, with the consent of the owner of the autonomous vehicle or by order of a court.</p>
Vehicle Inspection Requirements	
Infrastructure and Connected Vehicles	
Licensing and Registration	
Operator Requirements	
Request for Study	<p>2017 ND H 1202, Enacted</p> <p>SECTION 1. DEPARTMENT OF TRANSPORTATION STUDY-REPORT TO LEGISLATIVE ASSEMBLY. The department of transportation, in collaboration and consultation with the autonomous vehicle technology industry, shall study the use of vehicles equipped with automated driving systems on the highways in this state and the data or information stored or gathered by the use of those vehicles. The study must include a</p>

	review of current laws dealing with licensing, registration, insurance, data ownership and use, and inspection and how they should apply to vehicles equipped with automated driving systems. The department of transportation shall report its findings and recommendations, together with any legislation required to implement the recommendations, to the sixty-sixth legislative assembly.
Vehicle Testing	
Agency/Governance	
Accident Reporting	
Supremacy	
Other	

(36) Ohio, 2017 OH H 26, Enacted

Definitions	
Insurance and Liability	
Operation on Public Roads	
Privacy of Collected Vehicle Data	
Vehicle Inspection Requirements	
Infrastructure and Connected Vehicles	
Licensing and Registration	
Operator Requirements	
Request for Study	Sec. 5501.90. (A) There is hereby created the smart transportation action advisory team. The action advisory team shall consist of nine members with five members appointed by the governor, two members appointed by the president of the senate, and two members appointed by

the speaker of the house of representatives in accordance with division (C) of this section.

(B) The action advisory team shall hear testimony, evaluate concepts, and make nonbinding recommendations to the general assembly regarding the use of public money for smart transportation initiatives and ways to promote cooperation at a state level for strategic investments by both of the following:

(1) The department of transportation;

(2) JobsOhio.

(C)

(1) The governor shall appoint the following five members to the action advisory team:

(a) One representative from the department of transportation, who shall serve as the chairperson of the action advisory team;

(b) Two representatives from the automobile industry, one of whom is an auto dealer and one of whom is an auto manufacturer;

(c) Two representatives from any other organization, agency, or background as determined appropriate by the governor.

(2) The president of the senate shall appoint two members to the action advisory team, each representing a different political party.

(3) The speaker of the house of representatives shall appoint two members to the action advisory team, each representing a different political party.

(D) Initial appointments to the action advisory team shall be made not later than September 1, 2017. Members serve at the pleasure of the member's appointing authority and may be removed only by that authority. Vacancies shall be filled in the same manner as provided for original appointments.

(E) Not later than October 1, 2017, the action advisory team shall hold its first meeting. Thereafter, the action advisory team shall meet periodically to fulfill its duties under division (B) of this section.

(F) The members of the action advisory team shall serve without compensation.

	(G) As used in this section, "smart transportation initiatives" means any research, development, and testing related to advances in transportation technology, including automated and autonomous technology and vehicles; equipment used on and inside a vehicle pertaining to the function of the vehicle and the safety of the driver and passengers; and methods of controlling traffic flow and reducing congestion on highways.
Vehicle Testing	
Agency/Governance	
Accident Reporting	
Supremacy	
Other	

(37) Oklahoma, 2017 OK S 202, Pending

Definitions	A. As used in this section, "autonomous vehicle" means a motor vehicle that uses artificial intelligence, sensors and global positioning system coordinates to drive itself without the active intervention of a human operator.
Insurance and Liability	
Operation on Public Roads	
Privacy of Collected Vehicle Data	
Vehicle Inspection Requirements	
Infrastructure and Connected Vehicles	
Licensing and Registration	
Operator Requirements	
Request for Study	
Vehicle Testing	

Agency/Governance	<p>B. The Department of Public Safety shall adopt regulations authorizing the operation of autonomous vehicles on all highways within the state. This includes, but is not limited to:</p> <ol style="list-style-type: none"> 1. Establishing minimum safety standards for autonomous vehicles and their operation; 2. Setting forth requirements that an autonomous vehicle must meet before it may be operated on a highway within the state; 3. Providing for the testing of autonomous vehicles; and 4. Setting forth requirements for the insurance that is required to test or operate an autonomous vehicle on a highway within the state.
Accident Reporting	
Supremacy	
Other	

(38) Oregon, 2017 OR S 981, Pending

Definitions	<p>SECTION 2. Definitions. As used in sections 2 to 10 of this 2017 Act:</p> <ol style="list-style-type: none"> (1) “Automated driving system” means technology installed on a motor vehicle that enables the operation of the motor vehicle without supervision of the driving environment by a human operator, whether or not a human operator is in the vehicle. (2) “Automated motor vehicle” means a motor vehicle that is equipped with an automated driving system. (3) “Automatic crash notification technology” means a vehicle service that integrates wireless communications and vehicle location technology for the purpose of determining the need for or facilitating emergency medical response in the event of a vehicle crash. (4) “Manufacturer” means any person that builds an automated motor vehicle or installs an automated driving system in a motor vehicle that was not originally built as an automated motor vehicle.
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	<p>(5) “On-demand automated motor vehicle network” means a digital network, software application or other means to provide a passenger with access to an automated motor vehicle.</p>
<p>Insurance and Liability</p>	<p>SECTION 4. Vehicle requirements. An automated motor vehicle may be operated on the highways of this state only if:</p> <p>(1) The automated motor vehicle and its automated driving system comply with applicable state and federal law. . . .</p> <p>SECTION 8. Privileges and duties.</p> <p>(1) When engaged, an automated driving system:</p> <p>(a) Is the driver or operator of the vehicle;</p> <p>(b) Has the same privileges and is subject to the same restrictions as a human driver operating a motor vehicle under the authority of a Class C driver license; and</p> <p>(c) Has the same rights and duties as a human driver concerning the rules of the road, insurance requirements, vehicle equipment requirements and abandoned vehicles, except:</p> <p>(A) When otherwise provided in the vehicle code; or</p> <p>(B) When those provisions by their very nature can have no application.</p> <p>(2) A human driver is not required to be in an automated motor vehicle while the automated driving system is engaged.</p> <p>SECTION 9. Liability of manufacturer. Unless a manufacturer consents, the manufacturer is immune from any liability for damages or equitable relief arising out of any modification made by another person to:</p> <p>(1) An automated motor vehicle; or</p> <p>(2) An automated driving system installed on an automated motor vehicle.</p>

<p>Operation on Public Roads</p>	<p>SECTION 3. Certificate of compliance. (1) A manufacturer may operate an automated motor vehicle on the highways of this state and premises open to the public if the manufacturer submits a certificate of compliance to the Department of Transportation certifying that:</p> <ul style="list-style-type: none"> (a) The automated motor vehicle and the automated driving system meet all requirements of section 4 of this 2017 Act; (b) The automated motor vehicle will be operated only in the manner prescribed by section 5 of this 2017 Act; (c) The automated motor vehicle is insured in accordance with the motor vehicle liability insurance requirements under ORS chapter 806; (d) The manufacturer has additionally obtained an instrument of insurance, surety bond issued by a company authorized to issue bonds in this state or self-insurance in the amount of at least \$10,000,000, and has provided evidence of that insurance, surety bond or self-insurance to the department in a form and manner required by the department; and (e) The manufacturer has self-certified under 45 U.S.C. 30115 that the automated motor vehicle and equipment comply with applicable Federal Motor Vehicle Safety Standards. <p>SECTION 4. Vehicle requirements. An automated motor vehicle may be operated on the highways of this state only if:</p> <ul style="list-style-type: none"> (1) The automated motor vehicle and its automated driving system comply with applicable state and federal law; (2) The automated motor vehicle has a system that captures and stores the automated driving system sensor data for a period specified by the manufacturer before a collision occurs. The data capture and storage system described in this subsection must store data in a read-only format for a period of not less than three years after the date of the collision; (3) The automated motor vehicle is equipped with automatic crash notification technology; and (4) The automated motor vehicle has a passenger seating capacity of at least two persons and not more than five persons. <p>SECTION 5. Boundaries. A manufacturer that has submitted a certificate of compliance under section 3 of this 2017 Act shall:</p>
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	<p>(1) Determine the geographical boundaries within which the manufacturer will operate the automated motor vehicle;</p> <p>(2) Determine the geographical boundaries within which the manufacturer will provide public access to the automated motor vehicle; and</p> <p>(3) Provide written notice of the boundaries determined under this section to the Department of Transportation in a manner provided by the department by rule.</p> <p>SECTION 7. On-demand automated motor vehicle network. A manufacturer that has submitted a certificate of compliance under section 3 of this 2017 Act may make the automated motor vehicle available to the public, including through an on-demand automated motor vehicle network.</p>
<p>Privacy of Collected Vehicle Data</p>	<p>SECTION 6. Data collection.</p> <p>(1) A manufacturer that has submitted a certificate of compliance under section 3 of this 2017 Act shall:</p> <p>(a) Submit the automated driving system sensor data captured and stored pursuant to section 4 of this 2017 Act to the Department of Transportation and the Oregon State Police within 72 hours of the automated motor vehicle being involved in an accident;</p> <p>(b) Maintain incident records and provide periodic summaries in the manner provided by the department by rule regarding the safety record of the automated motor vehicles operated by the manufacturer; and</p> <p>(c) Make publicly available the manufacturer’s privacy statement disclosing its data handling practices in connection with the automated motor vehicle.</p> <p>(2) An individual passenger using an on-demand automated motor vehicle network is deemed to consent to the collection of data as described in the manufacturer’s privacy statement.</p>
<p>Vehicle Inspection Requirements</p>	
<p>Infrastructure and Connected Vehicles</p>	

Licensing and Registration	
Operator Requirements	<p>SECTION 8. Privileges and duties.</p> <p>(2) A human driver is not required to be in an automated motor vehicle while the automated driving system is engaged.</p>
Request for Study	
Vehicle Testing	
Agency/Governance	
Accident Reporting	<p><u>SECTION 11; 13.</u> ORS 811.720 and 741 are amended to read:</p> <p>[The accident reporting requirements of 811.720 and 741 do not apply to]:</p> <p>An automated driving system.</p> <p><u>SECTION 12.</u> ORS 811.748 is amended to read:</p> <p>(2) [A] driver does not commit the offense of driver failure to report an accident if:</p> <p>(b) The driver is an automated driving system.</p>
Supremacy	<p>SECTION 15. Local government preemption. A city, county or other local government may not enact or enforce any charter provision, ordinance, resolution or other provision regulating automated motor vehicles, as defined in section 2 of this 2017 Act.</p>
Other	<p>SECTION 3. Certificate of compliance. (2) The department by rule shall establish fees for certifications made under this section. The fees must be in an amount adequate to pay all administrative costs incurred by the department in administering sections 2 to 10 of this 2017 Act.</p> <p>SECTION 10. Applicability. Sections 2 to 9 of this 2017 Act do not apply to a motor vehicle solely by reason that the motor vehicle has systems for collision avoidance, electronic blind spot assistance, automated emergency braking, park assist, adaptive cruise control, lane keep assist, lane departure warning or other similar systems that enhance safety or provide driver assistance but that are not capable of operating the motor vehicle without the active physical control or monitoring of a driver.</p>

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(39) Pennsylvania, 2017 PA S 427, Pending

Definitions	<p>§ 3601. Definitions.</p> <p>The following words and phrases when used in this chapter shall have the meanings given to them in this section unless the context clearly indicates otherwise:</p> <p>"Automated vehicle tester." A manufacturer, educational or research institution, automotive equipment or technology provider, fleet operator or owner, natural person, firm, copartnership, association or corporation that tests a highly automated vehicle or platooning on a trafficway.</p> <p>"Commission." The Pennsylvania Turnpike Commission.</p> <p>"Committee." The Highly Automated Vehicle Safety Advisory Committee established under section 3691.11(a) (relating to Highly Automated Vehicle Safety Advisory Committee).</p> <p>"Dynamic-driving task." All of the real-time functions required to test a highly automated vehicle or platooning on trafficways, excluding the selection of destinations and way points. This term may include, but not be limited to:</p> <ol style="list-style-type: none"> (1) object and event detection, recognition and classification; (2) object and event response; (3) maneuver planning; (4) steering, turning, lane keeping and lane changing; (5) acceleration and deceleration; (6) recognizing individuals, features and objects on the trafficway, including, but not limited to, lighting, signaling, gesturing, pedestrians and bicyclists, emergency service responders and traffic-control devices; (7) interstate highways and freeway driving; (8) automated ride servicing or transportation network servicing; and (9) self-parking. <p>"Highly automated vehicle." A motor vehicle that contains a highly automated vehicle system.</p>
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	<p>"Highly automated vehicle system." A combination of hardware and software that performs the dynamic-driving task. This term falls under the Society of Automotive Engineers' Level 3, 4 or 5 as specified under Standard J3016 and accepted by the National Highway Traffic Safety Administration.</p> <p>"Manufacturer." An individual or company that produces highly automated vehicles, highly automated vehicle systems or platooning for testing on trafficways. This term includes:</p> <ul style="list-style-type: none"> (1) original equipment manufacturers, multiple-stage and final-stage manufacturers; (2) an individual or company that alters a completed motor vehicle prior to testing; (3) an individual or company that modifies existing motor vehicles for testing; and (4) an individual or company involved with designing, supplying, testing, selling, operating or assisting to produce a highly automated vehicle, a highly automated vehicle system or platooning. <p>"Platooning." A series of motor vehicles that are:</p> <ul style="list-style-type: none"> (1) equipped with at least one highly automated vehicle system; (2) traveling in a unified manner; and (3) connected by wireless communication or other technology allowing for coordinated movement on the trafficway. <p>"Test operator." An individual authorized by, employed by or affiliated with an automated vehicle tester who is:</p> <ul style="list-style-type: none"> (1) in receipt of training and instruction by the automated vehicle tester regarding the capabilities and limitations of the highly automated vehicle or platooning; (2) not primarily responsible for the dynamic-driving task, but may be responsible for certain aspects of the highly automated vehicle system or testing on trafficways, including, but not limited to, the selection of destinations and way points for the highly automated vehicle or platooning;
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	<p>(3) capable of the following:</p> <ul style="list-style-type: none">(i) testing, monitoring the testing and being immediately available to perform a dynamic-driving task;(ii) being liable for testing and being physically seated in the driver's position of the highly automated vehicle that meets the Society of Automotive Engineers' Level 3 and is accepted by the National Highway Traffic Safety Administration;(iii) testing, monitoring the testing and being immediately available to perform a dynamic-driving task if not physically seated in the driver's position in the highly automated vehicle that meets the Society of Automotive Engineers' Level 4 or 5 and is accepted by the National Highway Traffic Safety Administration;(iv) testing, monitoring the testing and being immediately available to perform a dynamic-driving task if not physically seated in the driver's position in the highly automated vehicle and the highly automated vehicle is controlled remotely by wireless communication or other technology, meets the Society of Automotive Engineers' Level 4 or 5 and is accepted by the National Highway Traffic Safety Administration;(v) testing, monitoring the testing and being immediately available to perform a dynamic-driving task if physically seated in the driver's position in the highly automated vehicle and the highly automated vehicle is controlled remotely by wireless communication or other technology, meets the Society of Automotive Engineers' Level 4 or 5 and is accepted by the National Highway Traffic Safety Administration; or(vi) testing, monitoring the testing, being immediately available to perform a dynamic-driving task if being physically seated in the driver's position in the lead motor vehicle in platooning.
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	<p>(4) in receipt of a valid class of a driver's license acceptable by the department for the type of highly automated vehicle or platooning being tested; and</p> <p>(5) acceptable to the automated vehicle tester upon the receipt of a background check, including a driving history check and a criminal history background check to be conducted and self-certified by the automated vehicle tester.</p> <p>"Test passenger." An individual authorized by, employed by or affiliated with an automated vehicle tester who:</p> <p>(1) is advised of the capabilities and limitations of the highly automated vehicle or platooning and seated in the highly automated vehicle or platooning, excluding the driver's position; and</p> <p>(2) may provide the selection of destinations and way points, but who is not responsible for the testing of the highly automated vehicle or platooning.</p>
Insurance and Liability	<p>§ 3651. Liability for violations.</p> <p>For the purpose of determining liability for a violation of this chapter, the following shall apply:</p> <p>(1) The test operator of a highly automated vehicle that meets the Society of Automotive Engineers' Level 3 accepted by the National Highway Traffic Safety Administration or the test operator in the lead motor vehicle in platooning shall be deemed to be the driver.</p> <p>(2) The automated vehicle tester of a highly automated vehicle that meets the Society of Automotive Engineers' Level 4 or 5 accepted by the National Highway Traffic Safety Administration shall be deemed to be the driver.</p> <p>§ 3652. Construction of chapter.</p> <p>Nothing in this chapter shall be construed as affecting or modifying an existing legal basis for determining liability, or defense to liability, of a cause of action not specifically referenced in this chapter. Legal responsibility of motor vehicle drivers, owners, manufacturers, dealers and other</p>

	<p>persons for harm or injury caused shall not be affected by this section.</p>
<p>Operation on Public Roads</p>	<p>§ 3621. Highly automated vehicles or platooning testing.</p> <p>(a) Requirements.--The following shall apply:</p> <p>(1) An automated vehicle tester shall possess a permit and the required identification under section 3611 (relating to application for testing authorization) and a statement of policy issued under section 3671 (relating to issuance of statement of policy) from the department before testing of highly automated vehicles or platooning occurs on trafficways.</p> <p>(2) An automated vehicle tester and a test operator shall comply with applicable Federal and State laws and regulations when testing highly automated vehicles or platooning on trafficways.</p> <p>(b) Recommendations.--Notwithstanding any other obligation to limit or restrict motor vehicles, including obligations to limit or restrict highly automated vehicles or platooning under this chapter, the department, in conjunction with the commission and the Pennsylvania State Police, may provide recommendations to automated vehicle testers on limiting or restricting the testing of highly automated vehicles or platooning on trafficways.</p> <p>(c) Control.--The following shall apply:</p> <p>(1) A highly automated vehicle meeting the Society of Automotive Engineers' Level 3 accepted by the National Highway Traffic Safety Administration shall be occupied or controlled remotely by wireless communication or other technology by one or more test operators.</p> <p>(2) A highly automated vehicle meeting the Society of Automotive Engineers' Level 4 or 5 accepted by the National Highway Traffic Safety Administration may be occupied or controlled remotely by wireless communication or other technology by one or more test operators.</p> <p>(3) A highly automated vehicle may be occupied by one or more test passengers.</p>

(d) Compliance.--The following shall apply:

(1) The testing of a highly automated vehicle or platooning on trafficways shall comply with applicable State and local traffic laws, State motor vehicle laws and State and local traffic-control devices.

(2) The department may notify an automated vehicle tester of changes to applicable State and local traffic laws, State motor vehicle laws and State and local traffic-control devices that may impact the testing of highly automated vehicles or platooning on trafficways.

(e) Accident report.--The following shall apply:

(1) Notwithstanding any other obligation to report an accident under this title, an automated vehicle tester shall comply with section 3746 (relating to immediate notice of accident to police department).

(2) An automated vehicle tester shall submit a self-certification to the department on how the automated vehicle tester will reinstate a highly automated vehicle or platooning into service after being involved in a reportable accident under section 3746.

(f) Cybersecurity intrusions.--The following shall apply:

(1) If a cybersecurity intrusion attempts to obtain access to connected infrastructure on or along a trafficway owned or operated by the department, the commission, a tolling entity, mass transit authority or municipality in this Commonwealth, the automated vehicle tester shall immediately notify the department if the highly automated vehicle or platooning is connected to the infrastructure. Upon notice of a cybersecurity intrusion under this paragraph, the department shall immediately notify the commission, tolling entity, mass transit authority or municipality affected by the intrusion.

(2) If a cybersecurity intrusion attempts to obtain access to a connected highly automated vehicle or platooning, the department shall immediately notify the automated vehicle tester of the intrusion of the infrastructure on or along the trafficway owned or operated by the department, the commission, a tolling entity, mass transit authority or municipality in this Commonwealth that may be connected to a highly automated vehicle or platooning.

	<p>§ 3622. Audit of permit compliance.</p> <p>Once every two years, the department shall perform an audit procedure to monitor the compliance of permits issued under section 3611(c)(2) (relating to application for testing authorization), including the demonstration of highly automated vehicles or platooning being tested on trafficways, to ensure the safe testing and management of highly automated vehicles or platooning on trafficways.</p> <p>§ 3661. Platooning on trafficways.</p> <p>(a) Requirements.--An automated vehicle tester shall possess a permit identification issued under section 3611 (relating to application for testing authorization) and a statement of policy issued under section 3671 (relating to issuance of statement of policy) from the department before platooning occurs on a trafficway.</p> <p>(b) Platooning restrictions.--The following shall apply:</p> <p>(1) The department, in coordination with the commission during platooning testing on the Pennsylvania Turnpike and in coordination with the Pennsylvania State Police whenever applicable, shall restrict platooning to select trafficways. The department shall maintain a list of trafficways where platooning is restricted and immediately notify automated vehicle testers of changes to the list.</p> <p>(2) The department, in coordination with the commission and the Pennsylvania State Police, shall establish the number of motor vehicles allowed in platooning for each automated vehicle tester.</p> <p>(c) Access.--When testing platooning on a trafficway, a test operator shall allow reasonable access for other motor vehicles for safe movement among lanes to exit or enter the trafficway and to approach work zones or lane closures.</p> <p>(d) Occupancy.--Each motor vehicle in platooning shall be occupied by at least one test operator and may be occupied by one or more test passengers.</p>
<p>Privacy of Collected Vehicle Data</p>	<p>§ 3691. Confidential information.</p>

	<p>Notwithstanding any other obligation to report information for accident reports under this title, the following information shall be proprietary and may not be disclosed to a third party:</p> <ul style="list-style-type: none"> (1) automated vehicle tester data, information or reports submitted to the department under this chapter; and (2) other information regarding an automated vehicle tester, test operator, highly automated vehicle, highly automated vehicle system or platooning that would reveal proprietary trade secrets or personally identifiable information about an individual, including information provided by the automated vehicle tester in the context of obtaining and maintaining a permit under this chapter.
<p>Vehicle Inspection Requirements</p>	<p>§ 3631. Safety and emission inspections.</p> <ul style="list-style-type: none"> (a) Compliance.--A highly automated vehicle or platooning shall comply with applicable Federal and State laws and regulations. (b) Safety requirements.--A highly automated vehicle or platooning shall: <ul style="list-style-type: none"> (1) comply with the safety and emission inspection requirements required by the department, including, but not limited to, 67 Pa. Code Ch. 175 (relating to vehicle equipment and inspection); and (2) have a valid safety inspection.
<p>Infrastructure and Connected Vehicles</p>	
<p>Licensing and Registration</p>	<p>§ 3611. Application for testing authorization.</p> <ul style="list-style-type: none"> (a) Application.--An automated vehicle tester shall submit an application to the department for authorization to test highly automated vehicles or platooning on trafficways. The department may charge a reasonable application fee not to exceed \$200. (b) Application requirements.--The following shall apply: <ul style="list-style-type: none"> (1) The department shall collect information from an automated vehicle tester that submits an application under subsection (a) in a manner consistent with applicable Federal laws, regulations and guidelines to determine the safe testing and management of highly automated vehicles or platooning on trafficways. The information may include, but not be limited to, evidence of an automated

vehicle tester's ability to satisfy a judgment for damages for personal injury, death or property damage.

(2) The department may periodically identify and approve the information collected under paragraph (1) during or after the application process under subsection (a). This paragraph shall apply to all automated vehicle testers.

(3) Members of the public shall be provided a reasonable opportunity to comment in writing regarding the application process. In a timely manner, the department shall respond in writing to each potential or current automated vehicle tester prior to identifying and approving the information collected under this subsection and may respond to other persons in writing at the discretion of the department regarding the information.

(c) Application approval.--The following shall apply:

(1) The department shall immediately review and approve or deny and return an application under subsection (a) within 15 business days of receipt.

(2) If the application is approved, the department shall issue a permit to the automated vehicle tester and a highly automated vehicle sticker for each highly automated vehicle or platooning being tested on a trafficway in accordance with subsection (d).

(3) If the application is denied, the department shall provide the automated vehicle tester with a description of the necessary additional information. The automated vehicle tester shall have 30 days to respond to the department with the additional information. Upon receipt of the additional information, the department shall have five business days to approve, deny and return or request further clarification on the updated application.

(4) Denial, suspension or cancellation of an application shall be made in accordance with 2 Pa.C.S. Ch. 5 Subch. A (relating to practice and procedure of Commonwealth agencies) by the submission of a written request to the department for a hearing within 30 days after service of the document containing the denial, suspension or cancellation and payment of applicable filing fees.

(5) The department may establish the number of applications to approve within the first two years after the effective date of this subchapter.

(d) Identification.--The following shall apply:

(1) Except as provided under paragraph (2), a sticker issued by the department under subsection (c)(2) shall be affixed to the registration plate of a highly automated vehicle or platooning at all times. A highly automated vehicle or platooning shall be marked on both sides of the highly automated vehicle or platooning with the automated vehicle tester's name or trade name, the highly automated vehicle's identification number or platooning's identification number as assigned by the department and preceded by a PennDOT insignia.

(2) The identification under paragraph (1) may not be required on a highly automated vehicle or platooning unless the National Highway Traffic Safety Administration approves a different means to identify highly automated vehicles or platooning.

(e) Temporary application waiver.--The following shall apply:

(1) A potential automated vehicle tester who is legally testing a highly automated vehicle or platooning before the effective date of this subchapter shall submit an application under subsection (a) within one year of the effective date of this subchapter.

(2) A person who is a potential automated vehicle tester before the effective date of this subchapter shall immediately notify the department that the person is a potential automated vehicle tester.

(f) Notice of approved testers.--The department shall publish a list of the approved automated vehicle testers on the department's publicly accessible Internet website and in the Pennsylvania Bulletin. The department may elect to provide public notice of the approved automated vehicle testers through other communication means at the department's discretion.

§ 3641. Registration.

The following shall apply:

(1) A highly automated vehicle or platooning used for testing shall be properly registered in accordance with section 1301 (relating to registration and certificate of title required).

(2) If a highly automated vehicle or platooning is registered by the Commonwealth, the highly automated

vehicle or platooning shall be registered by the department using the code "HAV" in a new data field unless the National Highway Traffic Safety Administration approves a different means to code highly automated vehicles or platooning.

§ 3642. Titles.

The following shall apply:

(1) A highly automated vehicle or platooning shall be properly titled in accordance with section 1101 (relating to certificate of title required).

(2) If a highly automated vehicle or platooning is registered by the Commonwealth, the highly automated vehicle or platooning shall be identified on the title by the department using the code "HAV" in a new data field unless the National Highway Traffic Safety Administration approves a different means to code highly automated vehicles or platooning.

§ 3682. Registration suspension or cancellation.

(a) Suspension.--The department may suspend or cancel the registration of a highly automated vehicle or platooning if there is evidence of unsafe or unfit conditions for testing on a trafficway due to any of the following:

(1) Three or more violations of the provisions of Chapter 31 (relating to general provisions), 33 (relating to rules of the road in general) or 37 (relating to miscellaneous provisions). One violation under this paragraph shall be removed from the record of the highly automated vehicle or platooning for each 12 consecutive months when no violation under this paragraph has occurred.

(2) One or more violations of this title involving serious bodily injury or death.

(b) Notice.--The department shall immediately notify the automated vehicle tester of a violation under subsection (a), including each reason for the suspension or cancellation, and describing the process by which the automated vehicle tester may appeal the suspension or cancellation.

(c) Appeals.--The following shall apply:

	<p>(1) The automated vehicle tester shall have the opportunity to appeal the suspension or cancellation from the department under 2 Pa.C.S. Ch. 5 Subch. A (relating to practice and procedure of Commonwealth agencies) by submitting a written request to the department for a hearing within 30 days after service of the document containing the suspension or cancellation and payment of applicable filing fees.</p> <p>(2) The automated vehicle tester shall cease all testing of the highly automated vehicle or platooning until a determination of an appeal is made under paragraph (1).</p> <p>§ 3683. License suspension.</p> <p>The test operator of a highly automated vehicle shall be subject to section 1535 (relating to schedule of convictions and points).</p>
Operator Requirements	
Request for Study	<p>§ 3691.31. Reports on highly automated vehicles and platooning.</p> <p>(a) Transition report.--No later than January 1, 2020, the department shall produce a report on potential discrepancies in State law and regulations in order to make the transition from human-driven vehicles to fully deployed highly automated vehicles and platooning with respect to all of the following areas that include, but are not limited to:</p> <ol style="list-style-type: none"> (1) Law enforcement and emergency response. (2) Occupant safety. (3) Motor vehicle insurance. (4) Accident investigations and reporting. (5) Civil and criminal liability. (6) Motor vehicle inspections. (7) Education and training. (8) Vehicle modifications and maintenance. (9) Environmental impacts.

	<p>(b) Overcoming barriers report.--No later than January 1, 2020, the department shall produce a report on State law and regulations that pose barriers or obstacles to the continued safe testing, deployment and operation of highly automated vehicles and platooning with respect to all of the following areas that include, but are not limited to:</p> <ul style="list-style-type: none"> (1) Licensing and registration. (2) Driver education and training. (3) Insurance and liability. (4) Enforcement of traffic laws and regulations. (5) Administration of motor vehicle inspections. (6) Legal issues that need to be addressed to facilitate the deployment and operation of highly automated vehicles and platooning. <p>(c) Financial needs report.--No later than January 1, 2025, the department shall conduct a report on the financial needs of the existing and planned infrastructure and assets of trafficways in this Commonwealth to upgrade roads, bridges, traffic signals, traffic-control devices, work zones and other infrastructure to operate deployed highly automated vehicles and platooning safely and provide vehicle-to-infrastructure connectivity, vehicle-to-vehicle connectivity and vehicle-to-x connectivity on trafficways.</p> <p>(d) Copies.--The department shall provide copies of the reports under subsections (a), (b) and (c) to the chairperson and minority chairperson of the Transportation Committee of the Senate and the chairperson and minority chairperson of the Transportation Committee of the House of Representatives. The department shall publish copies of the reports under subsections (a), (b) and (c) on the department's publicly accessible Internet website. The department may elect to publish copies of the reports through other communication means at the department's discretion.</p>
Vehicle Testing	
Agency/Governance	<p>§ 3685. Regulations.</p> <p>The department shall promulgate regulations to suspend or cancel a permit under section 3681 (relating to permit suspension or</p>

cancellation) and to suspend or cancel registration under section 3682 (relating to registration suspension or cancellation).

§ 3691.11. Highly Automated Vehicle Safety Advisory Committee.

(a) Establishment.--The Highly Automated Vehicle Safety Advisory Committee is established within the department.

(b) Composition.--The committee shall consist of the following members:

(1) The Secretary of Transportation to be appointed as the chairperson of the committee.

(2) The Secretary of Policy and Planning.

(3) The Secretary of Aging.

(4) The Secretary of Community and Economic Development.

(5) The Secretary of Human Services.

(6) The Commissioner of the Pennsylvania State Police.

(7) The chairman of the Pennsylvania Turnpike Commission.

(8) The chairperson and minority chairperson of the Transportation Committee of the Senate.

(9) The chairperson and minority chairperson of the Transportation Committee of the House of Representatives.

(10) The following members shall be appointed by the Governor:

(i) One member representing an urban or rural transit authority in this Commonwealth. An appointment under this subparagraph shall rotate from an urban transit authority to a rural transit authority or vice versa for each successive appointment.

(ii) One member representing a transportation educational or research institution in this Commonwealth.

	<p>(iii) Two members who are automated vehicle testers.</p> <p>(iv) One member representing bicyclists or pedestrians from this Commonwealth.</p> <p>(v) One member representing drivers or consumers from this Commonwealth.</p> <p>(vi) One member representing a municipality from this Commonwealth.</p> <p>(vii) One member representing an insurance company, association or exchange who is authorized to transact the business of motor vehicle insurance from this Commonwealth.</p> <p>(c) Appointments.--If a position under subsection (b)(10) has been vacant for 120 days, an appointment shall be made on a rotating basis by the Speaker of the House of Representatives and the President pro tempore of the Senate to fill the position.</p> <p>(d) Alternates.--A committee member under subsection (b)(1), (2), (3), (4), (5), (6), (7), (8) or (9) may designate an alternate to serve in the committee member's stead and the committee member shall notify the chairperson in writing of the designation.</p> <p>(e) Terms.--A committee member may be reappointed for additional terms. The terms of committee members appointed by the Governor under subsection (b)(10) shall be for three years. An individual appointed to fill a vacancy on the committee under subsection (b) shall serve for the unexpired term and shall be eligible for reappointment.</p> <p>(f) Meetings and expenses.--The following shall apply:</p> <p>(1) The committee shall meet at least annually.</p> <p>(2) A committee member appointed by the Governor under subsection (b)(10) who misses three consecutive meetings without good cause acceptable to the chairperson may be replaced by the Governor.</p> <p>(3) A committee member may not receive per diem expenses.</p>
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	<p>(4) The department shall provide appropriate staff support to enable the committee to properly carry out the committee's functions.</p> <p>(g) Powers and duties.--The powers and duties of the committee shall be to advise and comment on all phases of highly automated vehicle testing, platooning, highly automated vehicle highway safety programs, public education and training relating to highly automated vehicles and platooning testing for emergency service responders and law enforcement and similar subjects.</p>
<p>Accident Reporting</p>	
<p>Supremacy</p>	<p>§ 3691.21. Preemption of local ordinances.</p> <p>In accordance with section 6101 (relating to applicability and uniformity of title), this chapter supersedes and preempts all ordinances of a municipality regarding the testing of highly automated vehicles or platooning on trafficways.</p> <p>§ 3691.41. Reciprocal agreements, arrangements and declarations.</p> <p>It is the policy of this Commonwealth to promote and encourage the fullest possible use of its trafficways by authorizing the creation and execution of reciprocal agreements, arrangements and declarations with other states, provinces, territories and countries with respect to highly automated vehicles and platooning testing and the provisions of this chapter for the purpose of contributing to the safety and economic development of highly automated vehicles and platooning testing in this Commonwealth.</p> <p>§ 3691.42. Form, publication and distribution of documents.</p> <p>Reciprocal agreements, arrangements and declarations under section 3691.41 (relating to reciprocal agreements, arrangements and declarations) shall be in writing and shall be published in compliance with 45 Pa.C.S. Pt. II (relating to publication and effectiveness of Commonwealth documents). The department shall provide copies of agreements, arrangements and declarations under this chapter for public distribution upon request and within reason.</p> <p>§ 3691.43. Suspension of reciprocity benefits.</p> <p>Reciprocal agreements, arrangements or declarations made under section 3691.41 (relating to reciprocal agreements, arrangements and declarations) may include provisions authorizing the department to suspend or cancel the exemptions, benefits or</p>

	<p>privileges granted to a person who violates the conditions or terms of the reciprocal agreements, arrangements or declarations or who violates the laws or regulations of this Commonwealth relating to highly automated vehicles or platooning testing under this chapter.</p>
<p>Other</p>	<p>§ 3681. Permit suspension or cancellation.</p> <p>(a) Suspension or cancellation.--For violations relating to the testing of highly automated vehicles or platooning on trafficways, the department may suspend or cancel a permit issued under section 3611(c)(2) (relating to application for testing authorization) to test highly automated vehicles or platooning due to any of the following:</p> <p style="padding-left: 40px;">(1) Three or more violations of the provisions of Chapter 31 (relating to general provisions), 33 (relating to rules of the road in general), 37 (relating to miscellaneous provisions) or 38 (relating to driving after imbibing alcohol or utilizing drugs). One violation under this paragraph shall be removed from the permit record of the automated vehicle tester for each 12 consecutive months when no violation under this paragraph has occurred.</p> <p style="padding-left: 40px;">(2) One or more violations of the provisions of this title involving serious bodily injury or death.</p> <p>(b) Notice.--The department shall immediately notify the automated vehicle tester of a violation under subsection (a), including each reason for the suspension or cancellation, and describing the process by which the automated vehicle tester may appeal the suspension or cancellation.</p> <p>(c) Appeals.--The following shall apply:</p> <p style="padding-left: 40px;">(1) An appeal of a suspension or cancellation under subsection (a) shall be made pursuant to 2 Pa.C.S. Ch. 5 Subch. A (relating to practice and procedure of Commonwealth agencies) by submitting a written request to the department for a hearing within 30 days after service of the document containing the suspension or cancellation and payment of applicable filing fees.</p> <p style="padding-left: 40px;">(2) The automated vehicle tester shall cease all testing until a determination of the appeal under paragraph (1) is authorized.</p> <p>(d) Permit noncompliance.--A person that conducts automated vehicle testing without a permit issued under section 3611(c)(2)</p>

	<p>(relating to application for testing authorization) commits a misdemeanor of the third degree.</p> <p>§ 3684. Miscellaneous penalties.</p> <p>An automated vehicle tester who violates a provision of this chapter for which a penalty is not otherwise prescribed commits a summary offense and shall, upon conviction, be sentenced to pay a fine of up to \$1,000,000.</p>
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Definitions	<p>31-1-3.1. Autonomous vehicles permitted. –</p> <p>(a) For purposes of this section, the following words shall, unless the context requires otherwise, have the following meaning:</p> <p>(1) "Autonomous technology" means technology installed on a motor vehicle that has the capability to drive the vehicle on which the technology is installed without the active control or monitoring by a human operator. The term excludes a motor vehicle enabled with active safety systems or driver assistance systems, including, without limitation, a system to provide electronic blind spot assistance, crash avoidance, emergency braking, parking assistance, adaptive cruise control, lane keep assistance, lane departure warning, or traffic jam and queuing assistant, unless any such system alone or in combination with other systems enables the vehicle on which the technology is installed to drive without the active control or monitoring by a human operator.</p> <p>(2) "Autonomous vehicle" means any vehicle equipped with autonomous technology.</p>
Insurance and Liability	<p>(e)</p> <p>(1) . . . Prior to the start of testing in this state, the entity performing the testing must submit to the division of motor vehicles an instrument of insurance, surety bond, or proof of self-insurance acceptable to the department in the amount of five million dollars (\$5,000,000).</p> <p>(2) The original manufacturer of a vehicle converted by a third party into an autonomous vehicle shall not be liable in, and shall have a defense to and be dismissed from, any legal action brought against the original manufacturer by any person injured due to an alleged vehicle defect caused by the conversion of the vehicle, or by equipment installed by the converter, unless the alleged defect was present in the vehicle as originally manufactured.</p>
Operation on Public Roads	<p>(e)(1) Vehicles equipped with autonomous technology may be operated on roads in this state by employees, contractors, or other persons designated by manufacturers of autonomous technology for the purpose of testing the technology. For testing purposes, a human operator shall be present in the autonomous vehicle such that they have the ability to monitor the vehicle's performance and intervene, if necessary, unless the vehicle is being tested or demonstrated on a closed course.</p>

Privacy of Collected Vehicle Data	
Vehicle Inspection Requirements	
Infrastructure and Connected Vehicles	
Licensing and Registration	<p>(b) A person who possesses a valid driver's license may operate an autonomous vehicle in autonomous mode. For purposes of this chapter, unless the context otherwise requires, a person shall be deemed to be the operator of an autonomous vehicle operating in autonomous mode when the person causes the vehicle's autonomous technology to engage, regardless of whether the person is physically present in the vehicle while the vehicle is operating in autonomous mode.</p> <p>(c) An autonomous vehicle registered in this state must continue to meet federal standards and regulations for a motor vehicle. The vehicle shall:</p> <ol style="list-style-type: none"> (1) Have a means to engage and disengage the autonomous technology which is easily accessible to the operator; (2) Have a means inside the vehicle, to visually indicate when the vehicle is operating in autonomous mode; (3) Have a means to alert the operator of the vehicle if a technology failure affecting the ability of the vehicle to safely operate autonomously is detected while the vehicle is operating autonomously in order to indicate to the operator to take control of the vehicle; and (4) Be capable of being operated in compliance with the applicable traffic and motor vehicle laws of this state.
Operator Requirements	
Request for Study	
Vehicle Testing	
Agency/Governance	
Accident Reporting	

Supremacy	(d) Federal regulations promulgated by the National Highway Traffic Safety Administration shall supersede this section when found to be in conflict with this section.
Other	

(41) South Carolina, 2013 SC H 4015, Pending

Definitions	<p>Section 56-12-10. As used in this chapter:</p> <p>(1) 'Autonomous technology' means technology that has the capability to drive a vehicle without the active physical control or monitoring by a human operator.</p> <p>(2) 'Autonomous vehicle' means any vehicle equipped with autonomous technology that has been integrated into that vehicle. An autonomous vehicle does not include a vehicle that is equipped with one or more collision avoidance systems, including, but not limited to, electronic blind spot assistance, automated emergency braking systems, park assist, adaptive cruise control, lane keep assist, lane departure warning, traffic jam and queuing assist, or other similar systems that enhance safety or provide driver assistance, but are not capable, collectively or singularly, of driving the vehicle without the active control or monitoring of a human operator.</p> <p>(3) 'Department' means the Department of Motor Vehicles.</p> <p>(4) An 'operator' of an autonomous vehicle means the person who is seated in the driver's seat, or if there is no person in the driver's seat, causes the autonomous technology to engage.</p> <p>(5) A 'manufacturer' of autonomous technology means the person that originally manufactures a vehicle and equips autonomous technology on the originally completed vehicle or, in the case of a vehicle not originally equipped with autonomous technology by the vehicle manufacturer, the person that modifies the vehicle by installing autonomous technology to convert it to an autonomous vehicle after the vehicle was originally manufactured.</p>
Insurance and Liability	<p>Section 56-12-20. An autonomous vehicle may be operated on a public highway for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if all of the following requirements are met:</p>

	<p>(3) Prior to the start of testing in this State, the manufacturer performing the testing shall obtain an instrument of insurance, surety bond, or proof of self-insurance in the amount of five million dollars, and shall provide evidence of the insurance, surety bond, or self-insurance to the department in the form and manner required by the department pursuant to the regulations adopted pursuant to Section 56-12-80.</p>
<p>Operation on Public Roads</p>	<p>Section 56-12-20. An autonomous vehicle may be operated on a public highway for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if all of the following requirements are met:</p> <ol style="list-style-type: none"> (1) The autonomous vehicle is being operated on a public highway in this State solely by employees, contractors, or other persons designated by the manufacturer of the autonomous technology. (2) The driver is seated in the driver's seat, monitoring the safe operation of the autonomous vehicle, and capable of taking over immediate manual control of the autonomous vehicle in the event of an autonomous technology failure or other emergency. (3) Prior to the start of testing in this State, the manufacturer performing the testing shall obtain an instrument of insurance, surety bond, or proof of self-insurance in the amount of five million dollars, and shall provide evidence of the insurance, surety bond, or self-insurance to the department in the form and manner required by the department pursuant to the regulations adopted pursuant to Section 56-12-80. <p>Section 56-12-30. Except as provided in Section 56-12-20, an autonomous vehicle shall not be operated on a public highway until the manufacturer submits an application to the department, and that application is approved by the department pursuant to the regulations adopted under Section 56-12-80. The application shall contain, at a minimum, a certification by the manufacturer that the autonomous vehicle:</p> <ol style="list-style-type: none"> (1) has a mechanism to engage and disengage the autonomous technology that is easily accessible to the operator; (2) has a visual indicator inside the cabin to indicate when the autonomous technology is engaged; (3) has a system to safely alert the operator if an autonomous technology failure is detected while the autonomous technology is

	<p>engaged, and when an alert is given, the system shall do either of the following:</p> <p>(a) require the operator to take control of the autonomous vehicle; or</p> <p>(b) if the operator does not or is unable to take control of the autonomous vehicle, the autonomous vehicle shall be capable of coming to a complete stop;</p> <p>(4) has a certification that the manufacturer has tested the autonomous technology on a public highway and has complied with the testing standards, if any, established by the department pursuant to Section 56-12-80; and</p> <p>(5) has a certification that the manufacturer will maintain a surety bond, or proof of self-insurance as specified in regulations adopted by the department pursuant to Section 56-12-80, in an amount of five million dollars.</p>
<p>Privacy of Collected Vehicle Data</p>	<p>Section 56-12-70.</p> <p>The autonomous vehicle must have a separate mechanism, in addition to, and separate from, any other mechanism required by law, to capture and store the autonomous technology sensor data for at least thirty seconds before a collision occurs between the autonomous vehicle and another vehicle, object, or natural person while the vehicle is operating in autonomous mode. The autonomous technology sensor data must be captured and stored in a read-only format by the mechanism so that the data is retained until extracted from the mechanism by an external device capable of downloading and storing the data. The data shall be preserved for three years after the date of the collision.</p> <p>Section 56-12-140.</p> <p>The manufacturer of the autonomous technology installed on a vehicle shall provide a written disclosure to the purchaser of an autonomous vehicle that describes any information collected by the autonomous technology equipped on the vehicle. The department may promulgate regulations to assess a fee upon a manufacturer that submits an application pursuant to Section 56-12-30 to operate autonomous vehicles on a public highway in an amount necessary to recover all costs reasonably incurred by the department to process the application."</p>

Vehicle Inspection Requirements	
Infrastructure and Connected Vehicles	
Licensing and Registration	
Operator Requirements	
Request for Study	
Vehicle Testing	
Agency/Governance	<p>Section 56-12-80.</p> <p>By January 1, 2015, the department shall adopt regulations setting forth requirements for the submission of evidence of insurance, surety bond, or self-insurance required by Section 56-12-20, and the submission and approval of an application to operate an autonomous vehicle pursuant to Section 56-12-30. The regulations shall include any testing, equipment, and performance standards, in addition to those established for purposes of Section 56-12-20, that the department considers necessary to ensure the safe operation of autonomous vehicles on public highways, with or without the presence of a driver inside the vehicle. In developing these regulations, the department may consult with any other entity identified by the department that has expertise in automotive technology, automotive safety, and autonomous system design. The department may establish additional requirements by the adoption of regulations, which it determines, in consultation with the Department Public Safety, are necessary to ensure the safe operation of autonomous vehicles on public highways, including, but not limited to, regulations regarding the aggregate number of deployments of autonomous vehicles on the State's public highways, regulations for the registration of autonomous vehicles, new license requirements for operators of autonomous vehicles, and regulations for revocation, suspension, or denial of a license or an approval of license issued pursuant to this chapter.</p> <p>Section 56-12-90. The department shall hold public hearings on the adoption of any regulation applicable to the operation of an autonomous vehicle without the presence of a driver inside the vehicle.</p> <p>Section 56-12-100. The department shall approve an application submitted by a manufacturer pursuant to Section 56-12-30 if it</p>

	<p>finds that the applicant has submitted all information and completed testing necessary to satisfy the department that the autonomous vehicle is safe to operate on a public highway and the applicant has complied with all requirements specified in the regulations adopted by the department.</p> <p>Section 56-12-110.</p> <p>Notwithstanding Section 56-12-100, if the application seeks approval for autonomous vehicles capable of operating without the presence of a driver inside the vehicle, the department may impose additional requirements it considers necessary to ensure the safe operation of these vehicles, and may require the presence of a driver in the driver's seat of these vehicles if it determines, based on its review pursuant to Section 56-12-100, that this requirement is necessary to ensure the safe operation of these vehicles on a public highway. The department shall notify the Senate Transportation Committee and the House Education and Public Works Committee of the receipt of an application from a manufacturer seeking approval to operate an autonomous vehicle capable of operating without the presence of a driver inside the vehicle and approval of the application. Approval of the application shall be effective no sooner than one hundred eighty days after the date the application is submitted.</p> <p>Section 56-12-120.</p> <p>Nothing in this chapter shall limit or expand the existing authority to operate autonomous vehicles on a public highway, until one hundred twenty days after the department adopts the regulations required by Section 56-12-80.</p>
<p>Accident Reporting</p>	
<p>Supremacy</p>	<p>Section 56-12-50.</p> <p>The autonomous vehicle's autonomous technology must meet Federal Motor Vehicle Safety Standards for the vehicle's model year and all other applicable safety standards and performance requirements set forth in state and federal law and the regulations promulgated pursuant to those laws.</p> <p>Section 56-12-60.</p> <p>The autonomous technology shall not make inoperative any Federal Motor Vehicle Safety Standards for the vehicle's model year and any other applicable safety standards and performance</p>

	<p>requirements contained in state and federal law, and the regulations promulgated pursuant to those laws.</p> <p>Section 56-12-130.</p> <p>Federal regulations promulgated by the National Highway Traffic Safety Administration shall supersede the provisions of this chapter when found to be in conflict with any other state law or regulation.</p>
Other	

(42) South Dakota, 2014 SD S 139, Dead

Definitions	<p>Section 1. Terms used in this Act mean:</p> <p>(1) "Autonomous technology," technology that has the capability to drive a motor vehicle without a human operator's active control or monitoring;</p> <p>(2) "Autonomous vehicle," any motor vehicle equipped with integrated autonomous technology, not including a vehicle equipped with one or more collision avoidance devices, such as electronic blind spot assistance, adaptive cruise control, lane keep assistance, lane departure warning, traffic jam and queuing assistance, or other similar systems that enhance safety and provide the driver assistance, but are not capable, collectively or singularly, of driving the vehicle without a human operator's active control or monitoring;</p> <p>(3) "Guided operator," any individual whom a manufacturer specifically authorizes to be an operator of the manufacturer's automated vehicle during a test of the vehicle;</p> <p>(4) "Manufacturer," a person or company who originally manufactures an autonomous motor vehicle, or modifies an original manufacturer's non-autonomous motor vehicle to convert it to an autonomous motor vehicle; and</p> <p>(5) "Operator," any individual seated in the driver's seat, or, alternately, the person who causes the technology of an autonomous motor vehicle to engage.</p>
Insurance and Liability	<p>Section 2. Before testing an autonomous vehicle on any public road, street, or highway in the state, a manufacturer shall submit to the Department of</p>

	<p>Motor Vehicles an application for approval to test the vehicle. The application shall:</p> <p>(3) Contain evidence of insurance, surety bond, or self-insurance in the amount of five million dollars, and provide certification that the manufacturer will maintain the insurance, surety bond, or self-insurance.</p>
<p>Operation on Public Roads</p>	<p>Section 2. Before testing an autonomous vehicle on any public road, street, or highway in the state, a manufacturer shall submit to the Department of Motor Vehicles an application for approval to test the vehicle. The application shall:</p> <p>(1) Verify the vehicle is an autonomous motor vehicle as defined by section 1 of this Act and the guided operator has undergone extensive training in operating the autonomous vehicle;</p> <p>(2) Certify that the autonomous motor vehicle has:</p> <p>(a) A mechanism to engage and disengage the autonomous technology that is easily accessible to the operator;</p> <p>(b) A visual indicator inside and outside the cabin to indicate when the autonomous technology is engaged;</p> <p>(c) A system to safely alert the operator if a system failure is detected while the technology is engaged, and that alert requires the operator to take control of the vehicle or have a back up mechanism that forces the autonomous vehicle to a complete stop;</p> <p>(d) Multiple means by which the operator can take total control of the vehicle; and</p> <p>(3) Contain evidence of insurance, surety bond, or self-insurance in the amount of five million dollars, and provide certification that the manufacturer will maintain the insurance, surety bond, or self-insurance.</p> <p>Section 4. Upon approval [of an applicant’s application required by section 2 of this act], the department shall consult the Department of Transportation to determine the geographical areas approved for autonomous motor vehicle testing. The department shall issue a temporary license to the guided operator allowing for the operation of the autonomous motor vehicle on the roadways and at the times designated by the Department of Transportation.</p>

Privacy of Collected Vehicle Data	
Vehicle Inspection Requirements	
Infrastructure and Connected Vehicles	
Licensing and Registration	Section 4. Upon approval [of an applicant’s application required by section 2 of this act], the department shall consult the Department of Transportation to determine the geographical areas approved for autonomous motor vehicle testing. The department shall issue a temporary license to the guided operator allowing for the operation of the autonomous motor vehicle on the roadways and at the times designated by the Department of Transportation.
Operator Requirements	Section 5. No person may operate an autonomous motor vehicle with its autonomous technology engaged unless the person is: <ul style="list-style-type: none"> (1) Duly licensed to operate an autonomous vehicle as defined in section 1 of this Act; (2) Monitoring the safe operation of the autonomous vehicle; (3) A guided operator; (4) Operating the vehicle as part of a test authorized under the department's approval for testing the autonomous vehicle pursuant to this Act; and (5) Capable of taking over immediate manual control of the autonomous motor vehicle in the event of technology failure.
Request for Study	
Vehicle Testing	<i>See Operation on Public Roads</i>
Agency/Governance	Section 3. The department shall approve an application submitted by a manufacturer if the department finds that the applicant has fulfilled all the requirements and the department feels the autonomous vehicle is safe to test on the roads of the state. The manufacturer verifying the guided operator is liable for all actions of the guided operator during the testing of the autonomous vehicle.
Accident Reporting	
Supremacy	

Other	
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(43) Tennessee, 2017 TN S 151, Enacted

Definitions	<p>Section 55-8-101:</p> <p>(17) "Driver" means:</p> <p style="padding-left: 40px;">(A) For purposes of a conventionally operated vehicle, every person who drives or is in actual physical control of a vehicle; and</p> <p style="padding-left: 40px;">(B) For purposes of an ADS-operated vehicle and when the context requires, the ADS when the ADS is engaged;</p> <p>(42) "Operator" means:</p> <p style="padding-left: 40px;">(A) For purposes of a conventionally operated vehicle, every person, other than a chauffeur, who drives or is in actual physical control of a motor vehicle upon a highway or who is exercising control over or steering a vehicle being towed by a motor vehicle; and</p> <p style="padding-left: 40px;">(B) For purposes of an ADS-operated vehicle and when the context requires, the ADS when the ADS is engaged;</p> <p>(46) "Person" means a natural person, firm, co-partnership, association, corporation, or an engaged ADS;</p> <p>(84) "Automated driving system" or "ADS" means technology installed on a motor vehicle that has the capability to drive the vehicle on which the technology is installed in high or full automation mode, without any supervision by a human operator, with specific driving mode performance by the automated driving system of all aspects of the dynamic driving task that can be managed by a human driver, including the ability to automatically bring the motor vehicle into a minimal risk condition in the event of a critical vehicle or system failure or other emergency event; () "Automated-driving-system-operated vehicle" or "ADS-operated vehicle" means a vehicle equipped with an automated driving system;</p> <p>(85) "Automated-driving-system-operated vehicle" or "ADS-operated vehicle" means a vehicle equipped with an automated driving system;</p> <p>(86) "Dynamic driving task" means all of the real-time operational and tactical functions required to operate a vehicle in on-road</p>
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	<p>traffic. “Dynamic driving task” does not include strategic functions, such as route selection and scheduling; and</p> <p>(87) “Minimal risk condition” means a low-risk operating mode in which an ADS-operated vehicle when the ADS is engaged achieves a reasonably safe state upon experiencing a failure of the vehicle's ADS that renders the vehicle unable to perform the entire dynamic driving task.</p> <p>55-54-102</p> <p>As used in this chapter:</p> <p>(1) "Automated driving system" or "ADS" means technology installed on a motor vehicle that has the capability to drive the vehicle on which the technology is installed in high or full automation mode, without any supervision by a human operator, with specific driving mode performance by the automated driving system of all aspects of the dynamic driving task that can be managed by a human driver, including the ability to automatically bring the motor vehicle into a minimal risk condition in the event of a critical vehicle or system failure or other emergency event;</p> <p>(2) "Automated-driving-system-operated vehicle" or "ADS-operated vehicle" means a vehicle equipped with an automated driving system;</p> <p>(3) "Department" means the department of revenue;</p> <p>(4) "Dynamic driving task" means all of the real-time operational and tactical functions required to operate a vehicle in on-road traffic. "Dynamic driving task" does not include strategic functions, such as route selection and scheduling; and</p> <p>(5) "Minimal risk condition" means a low-risk operating mode in which an ADS-operated vehicle when the ADS is engaged achieves a reasonably safe state upon experiencing a failure of the vehicle's ADS that renders the vehicle unable to perform the entire dynamic driving task.</p>
Insurance and Liability	<p>55-54-106.</p> <p>(a) Liability for accidents involving an ADS-operated vehicle shall be determined in accordance with product liability law, common law, or other applicable federal or state law. Nothing in this chapter shall be construed to affect, alter, or amend any right,</p>

obligation, or liability under applicable product liability law, common law, federal law, or state law.

(b) When the ADS is fully engaged, operated reasonably and in compliance with manufacturer instructions and warnings, the ADS shall be considered the driver or operator of the motor vehicle for purposes of determining:

(1) Liability of the vehicle owner or lessee for alleged personal injury, death, or property damage in an incident involving the ADS-operated vehicle; and

(2) Liability for non-conformance to applicable traffic or motor vehicle laws.

55-54-103.

An ADS-operated vehicle may drive or operate on streets and highways in this state with the ADS engaged without a human driver physically present in the vehicle if the vehicle meets the following conditions:

(4)(A)

(i) The vehicle is covered by primary automobile liability insurance in at least five million dollars (\$5,000,000) per incident for death, bodily injury, and property damage, and the automobile liability insurance satisfies the requirements of § 56-7-1201;

(ii) Insurance required by subdivision (4)(A)(i) may be:

(a) Placed with an insurer authorized to do business in this state under title 56 or with a surplus lines insurer eligible under title 56, chapter 14;

(b) Covered by a surety bond executed and filed with the commissioner of safety; or

(c) Satisfied in accordance with § 55-12-111;

(iii) Insurance satisfying the requirements of this subdivision (4)(A) shall be deemed to satisfy the financial responsibility requirements for a motor vehicle under chapter 12 of this title;

(B) This subdivision (4) is deleted on July 1, 2021;

(C) No later than February 1, 2020, the commissioners of safety and commerce and insurance shall submit a joint report to the transportation and safety committee of the senate and the transportation committee of the house of representatives, which report shall make recommendations, including the appropriate rationale and any proposed legislation, on whether the insurance and bonding coverages and coverage amount requirements of this subdivision (4)(A) should be increased, decreased, extended, or otherwise amended.

Section 55-8-162

(a) No person driving or in charge of a motor vehicle shall permit it to stand unattended without first stopping the engine, locking the ignition, and effectively setting the brake thereon and, when standing upon any grade, turning the front wheels to the curb or side of the highway.

(d). Subsection (a) shall not apply with respect to an ADS-operated vehicle.

55-9-602

(a) Any person transporting any child, under one (1) year of age, or any child, weighing twenty pounds (20 lbs.) or less, in a motor vehicle upon a road, street or highway of this state is responsible for the protection of the child and properly using a child passenger restraint system in a rear facing position, meeting federal motor vehicle safety standards in the rear seat if available or according to the child safety restraint system or vehicle manufacturer's instructions”], is amended by adding the following new subdivision:

(a)(6). With respect to a vehicle equipped with an ADS, responsibility ascribed in this subsection (a) shall belong solely to the parent, guardian, or other human person accompanying the child in the vehicle, and not to the ADS or the owner of the ADS-operated vehicle.

55-9-602

(g)(1)(A) Notwithstanding § 55-9-603, any person transporting any child, nine through twelve (9-12) years of age, or any child through twelve (12) years of age, measuring four feet, nine inches (4' 9") or more in height, in a passenger motor vehicle upon a road, street or highway of this state is responsible for the protection of the child and properly using a seat belt system meeting federal motor vehicle safety standards. It is recommended that any such child be placed in the rear seat if available.

(g)(5)(A) Notwithstanding any law to the contrary, no more than one (1) citation may be issued for a violation of this subsection (g) per vehicle per occasion. If the driver is neither a parent nor legal guardian of the child and the child's parent or legal guardian is present in the vehicle, the parent or legal guardian is responsible for ensuring compliance with this subsection (g).

(g)(5)(B)

(i) If no parent or legal guardian is present at the time of the violation, the driver is solely responsible for compliance with this subsection (g) if the vehicle is operated by conventional means.

(ii) If the vehicle is operated by an ADS and:

(a) If no parent or legal guardian is present at the time of the violation, the human person accompanying the child is solely responsible for compliance with this subsection (g);

(b) If no parent or guardian is present at the time of the violation and more than one (1) human person accompanies the child, each person is jointly responsible for compliance with this subsection (g); or

(c) If no human person accompanies the child, the parent or legal guardian of the child is responsible for compliance with this subsection (g).

55-9-603

(a)(1) No person shall operate a passenger motor vehicle on any highway, as defined in § 55-8-101, in this state unless the person and all passengers four (4) years of age or older are restrained by a safety belt at all times the vehicle is in forward motion.

(h) This section does not apply to:

(9) An ADS or an ADS-operated vehicle. Except as otherwise provided by § 55-9-606(2), for purposes of an ADS-operated vehicle, a passenger or human operator required to be restrained by a safety belt pursuant to this section is solely responsible for the passenger's or human operator's compliance with such requirement.

55-9-606. Notwithstanding this part to the contrary:

(1) Except as otherwise provided in subdivision (2), the operator of a passenger motor vehicle under this part shall

	<p>not be fined for the failure of any passenger over sixteen (16) years of age to wear a safety belt; and</p> <p>(2) For purposes of an ADS-operated vehicle and when the ADS is engaged, neither the operator nor the owner shall be fined for the failure of any passenger, regardless of age, to wear a safety belt.</p> <p>[Regarding the responsibilities and duties of a driver of a vehicle involved in an accident to stop, report, and/or provide reasonable assistance, provided under 55-10-101(a), 102(a), 103(a),104(a), and 106(a):]</p> <p>With respect to an ADS-operated vehicle, as defined by § 55-54-102, the requirements of subsection (a) are satisfied if the motor vehicle's owner, or a person on behalf of the motor vehicle's owner, promptly contacts a law enforcement officer or agency to report the accident and the ADS-operated vehicle remains on the scene of the accident as otherwise required by law.</p>
<p>Operation on Public Roads</p>	<p>55-54-103. An ADS-operated vehicle may drive or operate on streets and highways in this state with the ADS engaged without a human driver physically present in the vehicle if the vehicle meets the following conditions:</p> <p>(1) Unless an exemption has been granted under applicable federal or state law, the vehicle is capable of being operated in compliance with applicable provisions of chapters 8, 9, and 10 of this title, and has been, at the time it was manufactured, certified by the manufacturer as being in compliance with applicable federal motor vehicle safety standards;</p> <p>(2) The vehicle is capable, in the event of a failure of the automated driving system that renders that system unable to perform the entire dynamic driving task relevant to its intended operational design domain, of achieving a minimal risk condition;</p> <p>(3) Is registered in accordance with chapter 4 of this title, and if registered in this state, the vehicle is identified on the registration as an ADS-operated vehicle; and</p> <p>(4)</p> <p>(A)</p> <p>(i) The vehicle is covered by primary automobile liability insurance in at least five million dollars (\$5,000,000) per incident for death, bodily injury, and property damage, and the automobile liability</p>

	<p>insurance satisfies the requirements of § 56-7-1201;</p> <p>(ii) Insurance required by subdivision (4)(A)(i) may be:</p> <p>(a) Placed with an insurer authorized to do business in this state under title 56 or with a surplus lines insurer eligible under title 56, chapter 14;</p> <p>(b) Covered by a surety bond executed and filed with the commissioner of safety; or</p> <p>(c) Satisfied in accordance with § 55-12-111;</p> <p>(iii) Insurance satisfying the requirements of this subdivision (4)(A) shall be deemed to satisfy the financial responsibility requirements for a motor vehicle under chapter 12 of this title;</p> <p>(B) This subdivision (4) is deleted on July 1, 2021;</p> <p>(C) No later than February 1, 2020, the commissioners of safety and commerce and insurance shall submit a joint report to the transportation and safety committee of the senate and the transportation committee of the house of representatives, which report shall make recommendations, including the appropriate rationale and any proposed legislation, on whether the insurance and bonding coverages and coverage amount requirements of this subdivision (4)(A) should be increased, decreased, extended, or otherwise amended.</p>
<p>Privacy of Collected Vehicle Data</p>	
<p>Vehicle Inspection Requirements</p>	
<p>Infrastructure and Connected Vehicles</p>	
<p>Licensing and Registration</p>	<p>55-54-103. An ADS-operated vehicle may drive or operate on streets and highways in this state with the ADS engaged without a human driver</p>

	<p>physically present in the vehicle if the vehicle meets the following conditions: . . .</p> <p>(3) Is registered in accordance with chapter 4 of this title, and if registered in this state, the vehicle is identified on the registration as an ADS-operated vehicle</p>
Operator Requirements	<p>55-54-104.</p> <p>Notwithstanding § 55-9-105, a person who is physically inside an ADS-operated vehicle, when the ADS is engaged, may use an integrated electronic display for communication, information, and other uses enabled by the display if the display is integrated with the vehicle such that it operates and functions in coordination with such autonomous technology and disables automatically any moving images visible to the motor vehicle operator when the autonomous technology is disengaged.</p> <p>55-54-107.</p> <p>(a) It is an offense for any person to knowingly operate a motor vehicle on the public roads or highways of this state without a human driver in the driver's seat of the vehicle unless satisfying the requirements of this chapter.</p> <p>(b) A violation of subsection (a) is a Class A misdemeanor.</p>
Request for Study	
Vehicle Testing	
Agency/Governance	
Accident Reporting	<p>55-10-105</p> <p>(a) The driver of any vehicle involved in an accident resulting only in damage to fixtures or other property legally upon or adjacent to a highway or on the premises of any shopping center, trailer park or any apartment house complex, or any other premises that are generally frequented by the public at large, shall take reasonable steps to locate and notify the owner or person in charge of the property of that fact, the driver's name, address, and the registration number of the vehicle that the driver was driving, and shall, upon request and if available, exhibit the driver's operator's or chauffeur's license, or driver license, and shall make report of the accident when and as required in § 55-10-107.</p>

	<p>(b) With respect to an ADS-operated vehicle, as defined by § 55-54-102, the requirements of subsection (a) are satisfied if the motor vehicle's owner, or a person on behalf of the motor vehicle's owner, promptly contacts a law enforcement officer or agency to report the accident and the ADS-operated vehicle remains on the scene of the accident as otherwise required by law.</p> <p>55-10-107</p> <p>(a) The driver of a vehicle that is in any manner involved in an accident resulting in bodily injury to or death to any person, or in which damage to the property of any one (1) person, including the driver's, in excess of four hundred dollars (\$400) is sustained, shall within twenty (20) days after the accident, forward a written report of the accident to the department of safety; provided, that persons making written reports to the department pursuant to § 55-12-104 shall not be required to make any additional report pursuant to this section, § 55-10-109 or § 55-10-111.</p> <p>(d) With respect to an ADS-operated vehicle, as defined by § 55-54-102, the written reports required under subsection (a) must be completed by the vehicle's owner.</p> <p>55-12-104</p> <p>(a) The operator of a motor vehicle that is in any manner involved in an accident within this state in which any person is killed or injured, or in which damage to the property of any one (1) person, including the operator, in excess of four hundred dollars (\$400) is sustained, shall report the matter in writing to the commissioner within twenty (20) days after the occurrence of the accident. If the operator fails or is physically incapable of making the report, the owner of the motor vehicle involved in the accident shall, upon learning of the accident, report the matter in writing to the commissioner. The operator or the owner shall make other and additional reports relating to the accident as the commissioner shall require.</p> <p>(g) The owner of an ADS-operated vehicle, as defined by § 55-54-102, is solely responsible for compliance with the requirements for filing the accident report under subsection (a).</p>
Supremacy	55-54-105. No political subdivision may by ordinance, resolution, or any other means prohibit or regulate within the jurisdictional boundaries of the political subdivision the use of:

	<p>(1) An ADS-operated vehicle that is operating in compliance with this chapter and otherwise complies with all laws of the political subdivision; or</p> <p>(2) A motor vehicle operated at any level of autonomous technology, as defined by § 55-9-105(c)(6)(B), not otherwise included in this chapter.</p> <p>55-54-108. Except as otherwise provided in this chapter, this chapter exclusively governs the authorization of the operation and use of an ADS-operated vehicle when the ADS is engaged and in high or full automation mode, including, but not limited to, commercial use of ADS-operated vehicles. For motor vehicles operated at any other level of autonomous technology, as defined by § 55-9-105(c)(6)(B), the motor vehicle and driver shall be held to the same laws as conventionally operated motor vehicles, including the financial responsibility requirements of § 55-12-102, unless an exemption is specifically set out for a vehicle operated with any level of autonomy.</p>
Other	

(44) Texas, § 545.45, et seq.

Definitions	<p><u>Sec. 545.451. DEFINITIONS. In this subchapter:</u></p> <p>(1) "Automated driving system" means hardware and software that, when installed on a motor vehicle and engaged, are collectively capable of performing, without any intervention or supervision by a human operator:</p> <p style="padding-left: 40px;">(A) all aspects of the entire dynamic driving task for the vehicle on a sustained basis; and</p> <p style="padding-left: 40px;">(B) any fallback maneuvers necessary to respond to a failure of the system.</p> <p>(2) "Automated motor vehicle" means a motor vehicle on which an automated driving system is installed.</p> <p>(3) "Entire dynamic driving task" means the operational and tactical aspects of operating a vehicle. The term:</p> <p style="padding-left: 40px;">(A) includes:</p>
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	<p>(i) operational aspects, including steering, braking, accelerating, and monitoring the vehicle and the roadway; and</p> <p>(ii) tactical aspects, including responding to events, determining when to change lanes, turning, using signals, and other related actions; and</p> <p>(B) does not include strategic aspects, including determining destinations or waypoints.</p> <p>(4) "Human operator" means a natural person in an automated motor vehicle who controls the entire dynamic driving task.</p> <p>(5) "Owner" has the meaning assigned by Section 502.001.</p>
<p>Insurance and Liability</p>	<p><u>Sec. 545.453. OPERATOR OF AUTOMATED MOTOR VEHICLE.</u></p> <p>(a) When an automated driving system installed on a motor vehicle is engaged:</p> <p>(1) the owner of the automated driving system is considered the operator of the automated motor vehicle solely for the purpose of assessing compliance with applicable traffic or motor vehicle laws, regardless of whether the person is physically present in the vehicle while the vehicle is operating; and</p> <p>(2) the automated driving system is considered to be licensed to operate the vehicle.</p> <p>(b) Notwithstanding any other law, a licensed human operator is not required to operate a motor vehicle if an automated driving system installed on the vehicle is engaged.</p> <p><u>Sec 545.454</u></p> <p>(b) An automated motor vehicle may not operate on a highway in this state with the automated driving system engaged unless the vehicle is:</p> <p>(5) covered by motor vehicle liability coverage or self-insurance in an amount equal to the amount of coverage that is required under the laws of this state.</p>

<p>Operation on Public Roads</p>	<p><u>Sec. 545.454. AUTOMATED MOTOR VEHICLE OPERATION.</u></p> <p>(a) An automated motor vehicle may operate in this state with the automated driving system engaged, regardless of whether a human operator is physically present in the vehicle.</p> <p>(b) An automated motor vehicle may not operate on a highway in this state with the automated driving system engaged unless the vehicle is:</p> <ul style="list-style-type: none"> (1) capable of operating in compliance with applicable traffic and motor vehicle laws of this state, subject to this subchapter; (2) equipped with a recording device, as defined by Section 547.615(a), installed by the manufacturer of the automated motor vehicle or automated driving system; (3) equipped with an automated driving system in compliance with applicable federal law and federal motor vehicle safety standards; (4) registered and titled in accordance with the laws of this state; and (5) covered by motor vehicle liability coverage or self-insurance in an amount equal to the amount of coverage that is required under the laws of this state.
<p>Privacy of Collected Vehicle Data</p>	<p><u>Sec 545.454</u></p> <p>(b) An automated motor vehicle may not operate on a highway in this state with the automated driving system engaged unless the vehicle is:</p> <ul style="list-style-type: none"> (2) equipped with a recording device, as defined by Section 547.615(a), installed by the manufacturer of the automated motor vehicle or automated driving system;
<p>Vehicle Inspection Requirements</p>	
<p>Infrastructure and Connected Vehicles</p>	

<p>Licensing and Registration</p>	<p><u>Sec 545.454</u></p> <p>(b) An automated motor vehicle may not operate on a highway in this state with the automated driving system engaged unless the vehicle is:</p> <p>(4) registered and titled in accordance with the laws of this state; and</p>
<p>Operator Requirements</p>	
<p>Request for Study</p>	
<p>Vehicle Testing</p>	
<p>Agency/Governance</p>	
<p>Accident Reporting</p>	<p><u>Sec. 545.455. DUTIES FOLLOWING ACCIDENT INVOLVING AUTOMATED MOTOR VEHICLE.</u> In the event of an accident involving an automated motor vehicle, the automated motor vehicle or any human operator of the automated motor vehicle shall comply with Chapter 550.</p>
<p>Supremacy</p>	<p><u>Sec. 545.452. SUBCHAPTER AND DEPARTMENT GOVERN EXCLUSIVELY.</u></p> <p>(a) Unless otherwise provided by this subchapter, the following are governed exclusively by this subchapter:</p> <p>(1) automated motor vehicles, including any commercial use or operation of automated motor vehicles; and</p> <p>(2) automated driving systems.</p> <p>(b) A political subdivision of this state or a state agency may not impose a franchise or other regulation related to the operation of an automated motor vehicle or automated driving system.</p>
<p>Other</p>	<p><u>Sec. 545.456. VEHICLE CLASSIFICATION.</u> An owner as defined by Section 502.001(31) may identify the vehicle to the department as an automated motor vehicle or an automated driving system.</p> <p>SECTION 2.</p>

	<p>(a) In this section, "a request to intervene" means notification by a vehicle to the human operator that the operator should promptly begin or resume performance of the entire dynamic driving task.</p> <p>(b) For purposes of Subchapter J, Chapter 545, Transportation Code, as added by this Act, a motor vehicle equipped with hardware and software capable of engaging in the entire dynamic driving task with the expectation that a human operator will respond appropriately to a request to intervene is subject to Sections 545.452(b) and 545.454, Transportation Code, as added by this Act.</p> <p>(c) Nothing in Subchapter J, Chapter 545, Transportation Code, as added by this Act, shall be construed to affect, alter, or amend the right to operate a motor vehicle equipped with hardware and software capable of performing the entire dynamic driving task with the expectation that a human operator will respond appropriately to a request to intervene.</p>
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(45) Utah, None

(46) Vermont, None.

(47) Virginia, None.

NOTE: "Virginia officials have made their lack of legislating and rulemaking a prominent part of their sales pitch [to draw automated vehicle manufacturers to the state]." Michael Laris, *This State Wants to Usurp California as the Capital of Driverless Cars*, WASHINGTON POST (Apr. 24, 2017) https://www.washingtonpost.com/local/trafficandcommuting/virginia-wants-to-steal-some-of-californias-driverless-thunder/2017/04/23/a4bc6b54-206c-11e7-a0a7-8b2a45e3dc84_story.html?utm_term=.0a3fff731d2a. "We have no rules that prohibit autonomous vehicles, no law. A lot of states do," said Virginia Transportation Secretary Aubrey Layne. "That's intentional that we're doing that." *Id.*

(48) Washington, 2017 WA H 2131, Pending

Definitions	<p>Sec. 1. The definitions in this section apply throughout this chapter unless the context clearly requires otherwise.</p> <p>(1) "Autonomous technology" means technology that has the capability to drive a vehicle without the active physical control or monitoring of a human operator.</p> <p>(2) "Autonomous vehicle" means any vehicle equipped with technology that has the capability of operating or driving the vehicle without the active physical control or monitoring of a human operator, whether or not the technology is engaged, excluding vehicles equipped with one or more systems that enhance safety or provide driver assistance but are not capable of</p>
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	<p>driving or operating the vehicle without the active physical control or monitoring of a human operator. An "autonomous vehicle" meets the definition of level 3, 4, or 5 of the society of automotive engineers' "Taxonomy and Definitions for Terms Related to On-Road Motor Vehicle Automated Driving Systems."</p> <p>(3) "Department" means the department of licensing.</p> <p>(4) A "manufacturer" of autonomous technology is the person, as defined in RCW <u>46.04.405</u>, that originally manufactures a vehicle and equips autonomous technology on the originally completed vehicle or, in the case of a vehicle not originally equipped with autonomous technology by the vehicle manufacturer, the person that modifies the vehicle by installing autonomous technology to convert it to an autonomous vehicle after the vehicle was originally manufactured.</p> <p>(5) An "operator" of an autonomous vehicle is the person who is seated in the driver's seat, or if there is no person in the driver's seat, causes the autonomous technology to engage.</p>
Insurance and Liability	<p>Sec. 3. Except as provided in section 2 of this act, an autonomous vehicle may not be operated on public roads until the manufacturer submits an application to the department, and that application is approved by the department as required by rule and to the extent permitted by federal law. The application must contain, at a minimum, all of the following certifications to the extent permitted by federal law: . . .</p> <p>(3) A certification that the manufacturer will maintain a motor vehicle liability policy, self-insurance, a certificate of deposit, or a liability bond, as required by rule, of five million dollars.</p>
Operation on Public Roads	<p>Sec. 2.</p> <p>(1) An autonomous vehicle may be operated on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if all of the following requirements are met:</p> <p>(a) The autonomous vehicle is being operated on roads in this state solely by employees, contractors, or other persons designated by the manufacturer of the autonomous technology.</p> <p>(b) The driver is seated in the driver's seat, monitoring the safe operation of the autonomous vehicle, and is capable</p>

of taking over immediate manual control of the autonomous vehicle in the event of an autonomous technology failure or other emergency.

(c) Prior to the start of testing in this state, the manufacturer performing the testing obtains a motor vehicle liability policy, is self-insured, is covered under a certificate of deposit, or is covered by a liability bond in the amount of five million dollars, and provides evidence of the liability policy, self-insurance, the certificate of deposit, or the liability bond to the department as required by rule.

Sec. 3. Except as provided in section 2 of this act, an autonomous vehicle may not be operated on public roads until the manufacturer submits an application to the department, and that application is approved by the department as required by rule and to the extent permitted by federal law. The application must contain, at a minimum, all of the following certifications to the extent permitted by federal law:

(1) A certification by the manufacturer that the autonomous technology satisfies all of the following requirements:

(a) The autonomous vehicle has a mechanism to engage and disengage the autonomous technology that is easily accessible to the operator.

(b) The autonomous vehicle has a visual indicator inside the cabin to indicate when the autonomous technology is engaged.

(c) The autonomous vehicle has a system to safely alert the operator if an autonomous technology failure is detected while the autonomous technology is engaged, and when an alert is given, the system does either of the following:

(i) Requires the operator to take control of the autonomous vehicle; or

(ii) If the operator does not or is unable to take control of the autonomous vehicle, the autonomous vehicle is capable of coming to a complete stop.

(d) The autonomous vehicle allows the operator to take control in multiple manners including, without limitation, the use of the brake pedal, the accelerator pedal, or the

	<p>steering wheel, and it alerts the operator that the autonomous technology has been disengaged.</p> <p>(e) The autonomous vehicle's autonomous technology meets federal motor vehicle safety standards for the vehicle's model year and all other applicable safety standards and performance requirements set forth in state and federal law and the regulations promulgated pursuant to those laws.</p> <p>(f) The autonomous technology does not make inoperative any federal motor vehicle safety standards for the vehicle's model year and all other applicable safety standards and performance requirements set forth in state and federal law and the regulations promulgated pursuant to those laws.</p> <p>(g) The autonomous vehicle has a separate mechanism, in addition to and separate from any other mechanism required by law, to capture and store the autonomous technology sensor data for at least thirty seconds before a collision occurs between the autonomous vehicle and another vehicle, object, or natural person while the vehicle is operating in autonomous mode. The autonomous technology sensor data must be captured and stored in a read-only format by the mechanism so that the data is retained until extracted from the mechanism by an external device capable of downloading and storing the data. The data must be preserved for three years after the date of the collision.</p> <p>(2) A certification that the manufacturer has tested the autonomous technology on public roads and has complied with the testing standards, if any, established by the department by rule.</p> <p>(3) A certification that the manufacturer will maintain a motor vehicle liability policy, self-insurance, a certificate of deposit, or a liability bond, as required by rule, of five million dollars.</p>
<p>Privacy of Collected Vehicle Data</p>	<p>Sec. 3. Except as provided in section 2 of this act, an autonomous vehicle may not be operated on public roads until the manufacturer submits an application to the department, and that application is approved by the department as required by rule and to the extent permitted by federal law. The application must contain, at a minimum, all of the following certifications to the extent permitted by federal law:</p>

	<p>(1) A certification by the manufacturer that the autonomous technology satisfies all of the following requirements: . . .</p> <p>(g) The autonomous vehicle has a separate mechanism, in addition to and separate from any other mechanism required by law, to capture and store the autonomous technology sensor data for at least thirty seconds before a collision occurs between the autonomous vehicle and another vehicle, object, or natural person while the vehicle is operating in autonomous mode. The autonomous technology sensor data must be captured and stored in a read-only format by the mechanism so that the data is retained until extracted from the mechanism by an external device capable of downloading and storing the data. The data must be preserved for three years after the date of the collision.</p> <p>Sec. 8. The manufacturer of the autonomous technology installed on a vehicle must provide a written disclosure to the purchaser of an autonomous vehicle that describes what information is collected by the autonomous technology equipped on the vehicle.</p>
<p>Vehicle Inspection Requirements</p>	
<p>Infrastructure and Connected Vehicles</p>	
<p>Licensing and Registration</p>	<p>Sec. 3. Except as provided in section 2 of this act, an autonomous vehicle may not be operated on public roads until the manufacturer submits an application to the department, and that application is approved by the department as required by rule and to the extent permitted by federal law. The application must contain, at a minimum, all of the following certifications to the extent permitted by federal law:</p> <p>(1) A certification by the manufacturer that the autonomous technology satisfies all of the following requirements:</p> <p>(a) The autonomous vehicle has a mechanism to engage and disengage the autonomous technology that is easily accessible to the operator.</p> <p>(b) The autonomous vehicle has a visual indicator inside the cabin to indicate when the autonomous technology is engaged.</p> <p>(c) The autonomous vehicle has a system to safely alert the operator if an autonomous technology failure is detected while the autonomous technology is engaged,</p>

	<p>and when an alert is given, the system does either of the following:</p> <ul style="list-style-type: none">(i) Requires the operator to take control of the autonomous vehicle; or(ii) If the operator does not or is unable to take control of the autonomous vehicle, the autonomous vehicle is capable of coming to a complete stop. <p>(d) The autonomous vehicle allows the operator to take control in multiple manners including, without limitation, the use of the brake pedal, the accelerator pedal, or the steering wheel, and it alerts the operator that the autonomous technology has been disengaged.</p> <p>(e) The autonomous vehicle's autonomous technology meets federal motor vehicle safety standards for the vehicle's model year and all other applicable safety standards and performance requirements set forth in state and federal law and the regulations promulgated pursuant to those laws.</p> <p>(f) The autonomous technology does not make inoperative any federal motor vehicle safety standards for the vehicle's model year and all other applicable safety standards and performance requirements set forth in state and federal law and the regulations promulgated pursuant to those laws.</p> <p>(g) The autonomous vehicle has a separate mechanism, in addition to and separate from any other mechanism required by law, to capture and store the autonomous technology sensor data for at least thirty seconds before a collision occurs between the autonomous vehicle and another vehicle, object, or natural person while the vehicle is operating in autonomous mode. The autonomous technology sensor data must be captured and stored in a read-only format by the mechanism so that the data is retained until extracted from the mechanism by an external device capable of downloading and storing the data. The data must be preserved for three years after the date of the collision.</p> <p>(2) A certification that the manufacturer has tested the autonomous technology on public roads and has complied with the testing standards, if any, established by the department by rule.</p>
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	<p>(3) A certification that the manufacturer will maintain a motor vehicle liability policy, self-insurance, a certificate of deposit, or a liability bond, as required by rule, of five million dollars.</p> <p>Sec. 5.</p> <p>(1) Except as provided in subsection (2) of this section, the department must approve an application to operate an autonomous vehicle submitted by a manufacturer if it finds that the applicant has submitted all information and completed the testing necessary to satisfy the department that the autonomous vehicle is safe to operate on public roads and the applicant has complied with all requirements specified in the rules adopted by the department under section 4 of this act.</p> <p>(2) If the application to operate an autonomous vehicle submitted by a manufacturer is for the approval of an autonomous vehicle capable of operating without the presence of a driver inside the vehicle, the department may impose additional requirements that it deems necessary to ensure the safe operation of the vehicle, and may require the presence of a driver in the driver's seat of the vehicle if it determines, based on its review under subsection (1) of this section, that such a requirement is necessary to ensure the safe operation of the vehicle on public roads. The department must notify the transportation committees of the legislature of receipt of an application from a manufacturer seeking approval to operate an autonomous vehicle capable of operating without the presence of a driver inside the vehicle and of approval of the application. Approval of the application may occur not before one hundred eighty days after the date the application is submitted.</p>
Operator Requirements	<p>Sec. 2.</p> <p>(1) An autonomous vehicle may be operated on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if all of the following requirements are met: . . .</p> <p>(b) The driver is seated in the driver's seat, monitoring the safe operation of the autonomous vehicle, and is capable of taking over immediate manual control of the autonomous vehicle in the event of an autonomous technology failure or other emergency. . . .</p>
Request for Study	
Vehicle Testing	

Agency/Governance	<p>Sec. 2.</p> <p>(2) The department may adopt rules to assess a fee upon a manufacturer that submits an application to test autonomous vehicles on public roads in an amount necessary to recover all costs reasonably incurred by the department.</p> <p>Sec. 4.</p> <p>(1) As soon as practicable, but by January 1, 2020, the department must adopt rules setting forth requirements for the submission of evidence of a motor vehicle liability policy, self-insurance, a certificate of deposit, or a liability bond as required under section 2 of this act, and the submission and approval of an application to operate an autonomous vehicle pursuant to section 3 of this act.</p> <p>(2) Any adopted rules must include any testing, equipment, and performance standards, in addition to those established for purposes of this section, that the department concludes are necessary to ensure the safe operation of autonomous vehicles on public roads, with or without the presence of a driver inside the vehicle, as permitted by federal law. In developing these rules, the department may consult with the Washington state patrol, the department of transportation, the Washington traffic safety commission, or any other entity identified by the department that has expertise in automotive technology, automotive safety, and autonomous vehicle system design.</p> <p>(3) The department may establish additional requirements by rule, which it determines, in consultation with the Washington state patrol, are necessary to ensure the safe operation of autonomous vehicles on public roads including, but not limited to, rules regarding the aggregate number of deployments of autonomous vehicles on public roads, special rules for the registration of autonomous vehicles, new license requirements for operators of autonomous vehicles, and rules for the revocation, suspension, or denial of any license or any approval issued under this chapter.</p> <p>(4) The department must hold public hearings on the adoption of any rule applicable to the operation of an autonomous vehicle without the presence of a driver inside the vehicle.</p> <p>(5) The department may adopt rules to assess a fee upon a manufacturer that submits an application to operate autonomous vehicles on public roads in an amount necessary to recover all costs reasonably incurred by the department.</p>
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Accident Reporting	
Supremacy	<p>Sec. 6.</p> <p>This chapter does not limit or expand the existing authority to operate autonomous vehicles on public roads until one hundred twenty days after the department adopts the rules as required in section 4 of this act.</p> <p>Sec. 7.</p> <p>Any federal regulation promulgated by the national highway traffic safety administration supersedes any provision of this chapter found to be in conflict with it.</p>
Other	

(49) West Virginia, 2017 WV H 2910, Failed

Definitions	<p><u>§17-7-1. Definitions.</u></p> <p>(a) “Autonomous vehicle” means any vehicle equipped with autonomous technology.</p> <p>(b) “Autonomous technology” means technology installed on a motor vehicle that has the capability to drive the vehicle on which the technology is installed without the active control or monitoring by a human operator. The term excludes a motor vehicle enabled with active safety systems or driver assistance systems, including, without limitation, a system to provide electronic blind spot assistance, crash avoidance, emergency braking, parking assistance, adaptive cruise control lane keep assistance, lane departure warning or traffic jam and queuing assistance, unless any such system alone or in combination with other systems enables the vehicle on which the technology is installed to drive without active control or monitoring by a human operator.</p>
Insurance and Liability	<p><u>§17-7-3. Exemption from liability for a manufacturer when a third party converts a vehicle.</u></p> <p>The original manufacturer of a vehicle converted by a third party into an autonomous vehicle is not liable and has a defense to and be dismissed from, any legal action brought against the original manufacturer by any person injured due to an alleged vehicle defect caused by the conversion of the vehicle, or by equipment</p>

	installed by the converter, unless the alleged defect was present in the vehicle as originally manufactured.
Operation on Public Roads	<p><u>§17-7-2. Operation.</u></p> <p>(a) A person who possesses a valid driver license may operate an autonomous vehicle on autonomous mode on roads and highways in this state if the vehicle is equipped with autonomous technology.</p> <p>(b) For the purposes of this code, unless the context requires otherwise, a person is considered to be the operator of an autonomous vehicle operating in an autonomous mode when the person causes the vehicle’s autonomous technology to engage regardless of whether the person is physically present in the vehicle while the vehicle is operating in autonomous mode.</p>
Privacy of Collected Vehicle Data	
Vehicle Inspection Requirements	
Infrastructure and Connected Vehicles	
Licensing and Registration	
Operator Requirements	
Request for Study	
Vehicle Testing	
Agency/Governance	
Accident Reporting	
Supremacy	
Other	

(50) Wisconsin, None

NOTE: EO 245 implemented for development of a “steering committee,” but no affirmative rule making established.

(51) Wyoming, None