DEVELOPING AUTONOMOUS VEHICLE POLICY IN NEW HAMPSHIRE

Evaluating Policy Options across the United States

Categorical Legislation Breakdown

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Definition Legislation

Bills Enacted that Include Definitions

CA SB 1298 (2012)
Section 1, Section 38570
“Autonomous technology” means technology that has the capability to drive a vehicle without the active physical control or monitoring by a human operator. “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. “Department” means the Department of Motor Vehicles. 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. 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.

DC B19-0931 (2012)
Section 2

FL HB 7027 (2015)
Section 3, 316.003
“Driver-Assisted Truck Platooning Technology” vehicle automation and safety technology that integrates sensor array, wireless vehicle-to-vehicle communications, active safety systems, and specialized software to link safety systems and synchronize acceleration and braking between two vehicles while leaving each vehicle's steering control and systems command in the control of the vehicle's driver in compliance with the National Highway Traffic Safety Administration rules regarding vehicle-to-vehicle communications. “Port of Entry” a designated location that allows drivers of commercial motor vehicles to purchase temporary registration permits necessary to operate legally within the state. The locations and the designated routes to such locations shall be determined by the Department of Transportation.
**FL HB 1207 (2012)**

“Autonomous Vehicle is any vehicle equipped with autonomous technology. The term “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.

**FL HB 7061 (2016)**

Autonomous Vehicle—Any vehicle equipped with autonomous technology. The term “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.

**LA HB 1143 (2016)**

“Autonomous technology” 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. "Driving mode" means a type of driving scenario with characteristic dynamic driving task requirements including but not limited to expressway merging, high-speed cruising, low-speed traffic jam, or closed-campus operations. “Dynamic driving task” means the operational and tactical aspects of the driving task, but not the strategic aspect of the driving task. “Operational” means steering, braking, accelerating, or monitoring the vehicle and roadway. "Strategic" means determining destinations and waypoints. “Tactical” means and includes but is not limited to responding to events or determining when to change lanes, turn, or use signals.

**MI SB 169 (2013)**

Sec. 2b. (1) “Automated motor vehicle” means a motor vehicle on which automated technology has been installed, either by a manufacturer of automated technology or an upfitter that 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 the technology is installed to operate without any control or monitoring by an operator.

(2) “Automated technology” means technology installed on a motor vehicle that has the capability to assist, make decisions for, or replace an operator.

(3) “Automatic mode” means the mode of operating an automated motor vehicle when automated technology is engaged to enable the motor vehicle to operate without any control or monitoring by an operator.

(4) “Manufacturer of automated technology” means a manufacturer or subcomponent system producer recognized by the secretary of state that develops or produces automated technology or automated vehicles.

(5) “Upfitter” means a person that modifies a motor vehicle after it was manufactured by installing automated technology in that motor vehicle to convert it to an automated vehicle. Upfitter includes a subcomponent system producer recognized by the secretary of state that develops or produces automated technology.

Sec. 35a. “Operate” or “operating” means 1 or more of the following:

(a) Being in actual physical control of a vehicle. This subdivision applies regardless of whether or not the person is licensed under this act as an operator or chauffeur.

(b) Causing an automated motor vehicle to move under its own power in automatic mode upon a highway or street regardless of whether the person is physically present in that automated motor vehicle at that time. This subdivision applies regardless of whether the person is licensed under this act as an operator or chauffeur. As used in this subdivision, “causing an automated motor vehicle to move under its own power in automatic mode” includes engaging the automated technology of that automated motor vehicle for that purpose.

Sec. 36. “Operator” means a person, other than a chauffeur, who does either of the following:

(a) Operates a motor vehicle upon a highway or street.
(b) Operates an automated motor vehicle upon a highway or street.

MI SB 995 (2016)
“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:

(a) Operational aspects, including, but not limited to, steering, braking, accelerating, and monitoring the vehicle and the roadway.

(b) Tactical aspects, including, but not limited to, responding to events, determining when to change lanes, turning, using signals, and other related actions.

(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 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.

(3) “Automated technology” means technology installed on a motor vehicle that has the capability to assist, make decisions for, or replace a human operator.

(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.

(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.

(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.

(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.
"Automated motor vehicle" means a vehicle capable of operating in a full automation mode where full automation is defined by the Society of Automotive Engineers standard, J3016, section 5.6 issued January 2014, as the unconditional, full-time performance by an automated driving system of all aspects of the dynamic driving task.

**NV SB 313 (2013)**

“Autonomous technology” means technology which is installed on a motor vehicle and which has the capability to drive the motor vehicle without the active control or monitoring of a human operator. The term does not include an active safety system or a system for driver assistance, including, without limitation, a system to provide electronic blind spot detection, crash avoidance, emergency braking, parking assistance, adaptive cruise control, lane keeping assistance, lane departure warning, or traffic jam and queuing assistance, unless any such system, alone or in combination with any other system, enables the vehicle on which the system is installed to be driven without the active control or monitoring of a human operator.

**NV AB 511 (2011)**

“Original equipment manufacturer” means the original manufacturer of a new vehicle or engine, or relating to the vehicle or engine in its original, certified configuration. “Qualified alternative fuel” means compressed natural gas, hydrogen or propane. “Qualified alternative fuel vehicle” means a motor vehicle that: Is equipped with four wheels; Is made by: (a) An original equipment manufacturer; or (b) A qualified vehicle modifier of alternative fuel vehicles; Is manufactured primarily for use on public streets, roads and highways; Has a manufacturer’s gross vehicle weight rating of less than 8,500 pounds; Can maintain a maximum rate of speed of at least 70 miles per hour; and is propelled: (a) To a significant extent by an electric motor which draws electricity from a battery that: (1) Has a capacity of not less than 4 kilowatt hours; and (2) Can be recharged “artificial intelligence” means the use of computers and related equipment to enable a machine to duplicate or mimic the behavior of human beings. (b) “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. (c) “Sensors” includes, without limitation, cameras, lasers and radar.

**NV SB 140 (2011)**

Defines “handheld wireless communications device” to allow for texting in automatic vehicles but doesn’t defined automatic vehicles.

**TN SB 1561 (2016)**

“Autonomous system” means a system that enables the operation of a motor vehicle without the active physical control of, or monitoring by, a human operator; “Autonomous vehicle” means a motor vehicle equipped with an autonomous system; “Fleet service provider” means a person or entity that owns, or leases, and operates one (1) or more autonomous vehicles for commercial or public use; “Manufacturer” means: (A) A person or entity that builds or sells autonomous vehicles; (B) A person or entity that installs autonomous systems or autonomous system components in motor vehicles not originally built as autonomous vehicles; or (C) A person or
entity that develops software or components for autonomous systems in autonomous vehicles, regardless if originally built as autonomous vehicles; (4) “No-operator-required autonomous vehicle” or “NORAV” means an autonomous vehicle that may have operational controls for a human operator, a steering wheel, accelerator, or brake, but does not require a human operator to be present in the vehicle during vehicle operation; and (5) “Operator-required autonomous vehicle” or “ORAV” means an autonomous vehicle equipped with operational controls for a human operator, including a steering wheel, accelerator, and brake, and requires a human operator to be present in the vehicle for vehicle operation.

**TN HB 1564 (2015)**

“Autonomous system” means a system that enables the operation of a motor vehicle without the active physical control of, or monitoring by, a human operator; (2) “Autonomous vehicle” means a motor vehicle equipped with an autonomous system; (3) "Fleet service provider" means a person or entity that owns, or leases, and operates one (1) or more autonomous vehicles for commercial or public use; (3) “Manufacturer” means: (A) A person or entity that builds or sells autonomous vehicles; (B) A person or entity that installs autonomous systems or autonomous system components in motor vehicles not originally built as autonomous vehicles; or (C) A person or entity that develops software or components for autonomous systems in autonomous vehicles, regardless if originally built as autonomous vehicles; (4) “No-operator-required autonomous vehicle” or “NORAV” means an autonomous vehicle that may have operational controls for a human operator, including a steering wheel, accelerator, or brake, but does not require a human operator to be present in the vehicle during vehicle operation; and (5) “Operator-required autonomous vehicle” or “ORAV” means an autonomous vehicle equipped with operational controls for a human operator, including a steering wheel, accelerator, and brake, and requires a human operator to be present in the vehicle for vehicle operation autonomous vehicles;

**TN HB 616 (2015)**

“Autonomous technology” means technology installed on a motor vehicle that has the capability to drive the motor vehicle without the active physical control or monitoring by a human operator.

**TN SB 598 (2015)**

“Autonomous technology” means technology installed on a motor vehicle that has the capability to drive the motor vehicle without the active physical control or monitoring by a human operator.

**Proposed but Not Enacted Bills that Include Definitions**

**AL SB 178 (2016)**

Autonomous Vehicle. A motor vehicle that uses artificial intelligence, sensors, and global positioning system coordinates to drive itself without active intervention of a human operator. The term excludes 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.

**CA AB 2866 (2016)**

“Autonomous technology” means technology that has the capability to drive a vehicle without the active physical control or monitoring by a human operator. (A) “Autonomous vehicle” means any vehicle equipped with autonomous technology that has been integrated into that vehicle. (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. (3) “Department” means the Department of Motor Vehicles. (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. (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.

**GA S 113 (2015)**

‘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 any other systems enables the vehicle on which the technology is installed to drive without the direct active control or monitoring by a human operator. (5.2) ‘Autonomous vehicle’ means any motor vehicle installed with autonomous technology.

**ID SB 1108 (2015)**

“Autonomous technology” means technology that is installed on a motor vehicle and that has the capability to drive the motor vehicle without the active control or monitoring of a human operator. The term does not include an active safety system or a system for driver assistance including, without limitation, a system to provide electronic blind spot detection, crash avoidance, emergency braking, parking assistance, adaptive cruise control, lane keeping assistance, lane departure warning or traffic jam and queuing assistance, unless any such system, alone or in combination with any other system, enables the vehicle on which the system is installed to be driven without the active control or monitoring of a human operator. “Autonomous driven vehicle” means a motor vehicle that is equipped with autonomous technology.
IL HB 3136 (2015)
“Automated motor vehicle” means a vehicle capable of operating in full automation mode, or the unconditional, full-time performance by an automated driving system of all, aspects of the dynamic driving task, as defined by the Society, of Automotive Engineers in its information report J3016-2014.

MA SB 1841 (2015)
“Autonomous vehicle” a motor vehicle that uses computers, sensors, and other technology and devices that enable the vehicle to safely operate without the active control and continuous monitoring of a human operator. A vehicle equipped with one or more crash 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 and continuous monitoring of a human operator, is not an autonomous vehicle. “Department” the Massachusetts Department of Transportation “Manufacturer” the individual or company that manufactures the autonomous vehicle as an originally completed vehicle or, in the case of a vehicle not originally equipped with autonomous technology, the person that modifies the vehicle to convert it to an autonomous vehicle.

MA HB 4321 (2016)
“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. “Autonomous Vehicle,” any vehicle equipped with autonomous technology. (b) An autonomous vehicle registered in this state must continue to meet federal standards and regulations for a motor vehicle. The vehicle shall: (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. (c) Federal regulations promulgated by the National Highway Traffic Safety Administration shall supersede this section when found to conflict with this section.

MA HB 2977 (2015)
“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. “Autonomous Vehicle,” any vehicle equipped with autonomous technology.

**MN SF 2569 (2016)**
For the purposes of this act, "autonomous vehicle" is a vehicle equipped with technology that has the capability to drive a vehicle without the active control or monitoring of a human operator. Autonomous vehicle 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.

**MO HB 924 (2015)**
“Automated motor vehicle”, a motor vehicle on which automated technology has been installed, either by a manufacturer of automated technology or an upfitter that 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 one 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, land departure warning, or traffic jam and queuing assistance, unless one or more of these technologies alone or in combination with other systems enable the vehicle on which the technology is installed to operate without any control or monitoring by an operator; (2) “Automated technology”, technology installed on a motor vehicle that has the capability to assist, make decisions for, or replace an operator; (3) “Automatic mode”, the mode of operating an automated motor vehicle when automated technology is engaged to enable the motor vehicle to operate without any control or monitoring by the operator; (4) “Manufacturer of automated technology”, a manufacturer or subcomponent system producer recognized by this state that develops or produces automated technology or automated vehicles; (5) “Upfitter”, a person that modifies a motor vehicle after it was manufactured by installing automated technology in that motor vehicle to convert it to an automated vehicle. Upfitter includes a subcomponent system producer recognized by this state that develops or produces automated technology.

**MN HF 3325 (2016)**
For the purposes of this act, “autonomous vehicle” is a vehicle equipped with technology that has the capability to drive a vehicle without the active control or monitoring of a human operator. Autonomous vehicle 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 the system alone or in combination with other systems enables the vehicle to drive without the active control or monitoring by a human operator.

**NJ A 782 (2015)**

“Autonomous vehicle technology” means technology that is installed on a motor vehicle and that has the capability to drive the motor vehicle without the active control or monitoring of a human operator.

**NJ 343 (2016)**

“Autonomous vehicle” means a motor vehicle that uses artificial intelligence, sensors, global positioning system coordinates, or any other technology that enables it to drive itself without the active control and continuous monitoring of a human operator.

**NJ A 3745 (2017)**

“Autonomous mode” means the operation of an autonomous vehicle without the active control of a human being. “Autonomous technology” means technology that has the capability to drive a motor vehicle without active physical control or monitoring by an operator. “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. “Commission” means the New Jersey Motor Vehicle Commission, or successor agency. “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 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. “Operator” means a person who is seated in the driver's seat of an autonomous vehicle, or if there is no person in the driver's seat, causes or has the ability to cause the autonomous technology to engage. “Sensors” include, without limitation, any cameras, lasers, radar, or other technology used in the operation of an autonomous vehicle.

**NJ A 851 (2017)**

“Artificial intelligence” means the use of computers and related equipment to enable a machine to duplicate or mimic the behavior of human beings. “Autonomous mode” means the operation of the autonomous vehicle without the active control of a human being. “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. “Sensors” include, without limitation, cameras, lasers, and radar.

**NJ A 554 (2017)**

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.
NY A 31 (2015)
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. Autonomous Vehicle: A motor vehicle equipped with autonomous technology.

OR SB 620 (2015)
“Autonomous system” means a system that enables the operation of a motor vehicle without the active physical control of, or monitoring by, a human operator. “Autonomous vehicle” means a motor vehicle equipped with an autonomous system. “Manufacturer” means a person that builds or sells autonomous vehicles or a person that installs autonomous systems in motor vehicles not originally built as autonomous vehicles.

PA SB 1412 (2016)
“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. “Dynamic driving task.” All of the real-time functions required to test a highly automated vehicle in on-road traffic, excluding the selection of destinations and waypoints. This term includes: (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; and (6) enhancing conspicuity, including, but not limited to, lighting, signaling and gesturing. “Highly automated vehicle.” A motor vehicle that contains a highly automated vehicle system. “Highly automated vehicle system.” A combination of hardware and software that performs the dynamic driving task or driving function such as, but not limited to, freeway driving, automated taxi or self-parking, by controlling and combining braking, throttle and steering functionality. This term falls under the Society of Automotive Engineers’ Level 3, 4 or 5 where the system may monitor the driving environment instead of the test operator as specified under the Society of Automotive Engineers’ Standard J3016. “Manufacturer.” An individual or company that produces highly automated vehicles or highly automated vehicle systems for testing on trafficways. This term includes: (1) original equipment manufacturers, multiple and final stage manufacturers; (2) alterers who make changes to a completed motor vehicle prior to testing; and (3) modifiers who make changes to existing motor vehicles for testing. “Platooning.” A series of motor vehicles that are equipped with at least one highly automated vehicle system that are traveling in a unified manner and connected by wireless communication or other technology allowing for coordinated movement on the trafficway. “Test operator.” An individual authorized by, employed by or affiliated with an automated vehicle tester who is: (1) in receipt of training and instruction by the automated vehicle tester regarding the capabilities and limitations of the highly automated vehicle; (2) not responsible for the
dynamic driving task, but may be responsible for certain aspects of the highly automated vehicle system or testing in on-road traffic, including, but not limited to, the selection of destinations and waypoints for the highly automated vehicle; (3) capable of assuming control, being liable for the testing and being physically seated in the driver's position of the highly automated vehicle that meets the Society of Automotive Engineers’ Level 3 or capable of assuming control 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 (4) in receipt of a valid class of a driver's license acceptable by the department for the type of highly automated vehicle being tested. “Test passenger.” An individual authorized by, employed by or affiliated with an automated vehicle tester who: (1) is advised of the highly automated vehicle and seated in the highly automated vehicle, excluding the driver's position; and (2) may provide the selection of destinations and waypoints, but who is not responsible for the testing of the highly automated vehicle.

RI SB 2514 (2016)
“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. (2) “Autonomous vehicle” means any vehicle equipped with autonomous technology.

SD SB 139 (2014)
“Autonomous technology,” technology that has the capability to drive a motor vehicle without a human operator's active control or monitoring; (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; (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; (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 (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.

TX HB 933 (2015)
“Autonomous motor vehicle” means a motor vehicle that is capable of using AV technology to operate itself without the active control or continuous monitoring of a person; “Autonomous technology” means technology installed on a motor vehicle enabling the vehicle to operate without the active control or continuous monitoring of a person.
TX SB 3690 (2015)
(1) “Autonomous motor vehicle” means a self-propelled vehicle or piece of equipment that uses autonomous technology to operate itself without the active control or continuous monitoring of a person. (2) “Autonomous technology” means technology that enables a vehicle or piece of equipment to operate without the active control or continuous monitoring of a person. The term does not include, except to the extent that such a system may be a component of autonomous technology, an individual safety system or a driver assistance system that enhances safety or provides driver assistance but is not individually capable of operating a motor vehicle or piece of equipment without the active control or continuous monitoring of a person.

UT HB 608 (2016)
“Autonomous vehicle” means a motor vehicle that is equipped with technology that is capable of operating the motor vehicle without the active control of a human operator. “Autonomous vehicle” does not include a motor vehicle that is equipped with any active safety system or a system for driver assistance, including a system to provide electronic blind spot detection, crash avoidance, emergency braking, parking assistance, adaptive cruise control, lane keeping assistance, lane departure warning, or traffic jam and queuing assistance, unless any such system, alone or in combination with another system, enables the motor vehicle on which the system is installed to be driven without the active control of a human operator. “Autonomous technology” means technology that is installed on a motor vehicle and that has the capability to assist, make decisions for, or replace an operator. “Proof of financial responsibility” means proof of ability to respond in damages for liability, on account of accidents occurring subsequent to the effective date of such proof, arising out of the ownership, maintenance, or use of an autonomous vehicle in the amount of one million dollars because of bodily injury to or the death of any person, or injury to the property of others, in any one accident.

VA HB 1372 (2016)
“Autonomous vehicle” means a vehicle, as defined by Levels 4 and 5 of SAE J3016, that utilizes an automated driving system that handles all aspects of the dynamic driving task, and does not require the involvement of a driver at any time for its safe operation.

VA SB 1268 (2015)
“Autonomous technology.” Equipment, devices or other technology installed on a motor vehicle, either by the original equipment manufacturer or an aftermarket installer, which renders the motor vehicle capable of driving or operating without the active control of a human operator. The term does not include an active safety system or any system for driver assistance, including, but not limited to, a system to provide electronic blind spot detection, crash avoidance, emergency braking, parking assistance, adaptive cruise control, lane keeping assistance, lane departure warning or traffic jam and queuing assistance, unless the system, alone or in combination with any other system, enables the vehicle to drive without the active control or monitoring of a human operator. “Autonomous vehicle.” A motor vehicle that is equipped with autonomous technology that can operate without the active physical control or monitoring of a human operator. The term includes vehicles that are engaged in platooning. “Autonomous
vehicle tester.” A manufacturer, educational institution, automotive equipment or technology provider, fleet operator or other person that is certified by the Department of Transportation to conduct testing and that has been authorized by the department to conduct public testing of an autonomous vehicle. “Operation.” The operation of an autonomous vehicle on a test road for the purpose of testing. “Operator.” An individual employed by or affiliated with an autonomous vehicle tester who is able to take immediate manual or remote control of the autonomous vehicle. "Platooning." Use of equipment, a device or technology that allows a motor vehicle or series of motor vehicles to operate in an autonomous mode while coupled or joined to a lead vehicle via a wireless connection in a caravan or motorcade.

**Registration Legislation**

**AL S 178 (2016)**
Section 2.
(a) An autonomous vehicle may be operated in autonomous mode in this state only if ALEA has issued a certificate of compliance for the make and model of the vehicle. For the purpose of enforcing the traffic laws and other laws applicable to drivers and motor vehicles operated in this state, 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.
(c) Each autonomous vehicle operated in the state shall be registered and licensed in the same manner as other motor vehicles.
(e) ALEA and the Department of Revenue may adopt rules necessary to effectuate the registration and licensing of autonomous vehicles.

**MI SB 169 (2013)**
Sec 4. (4) A dealer owning a vehicle of a type otherwise required to be registered under this act may operate or move the vehicle upon a street or highway without registering the vehicle if the vehicle displays, in the manner prescribed in section 225, I special plate issued to the owner by the secretary of state. As used in this subsection, “dealer” includes an employee, servant, or agent of the dealer.

**NJ A 851 (2017)**
2c. Requirements for the registration of the autonomous vehicle, pursuant to R.S.39:3-4;

**NJ S 343 (2017)**
3c. Requirements for the registration of the autonomous vehicle, pursuant to R.S.39:3-4;

**PA SB 1412 (2016)**
Sec. 3641. Registration. The following shall apply:
(1) A highly automated vehicle 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 is registered by the Commonwealth, the highly automated vehicle shall be registered by the department using the code "HAV" in a new data field.
PA SB 1268 (2015)
(iii) Marked in a manner approved by the department as being under remote control operation if the autonomous vehicle is being controlled without a human operator in the vehicle.

Operator Requirement Legislation

AL S 178 (2016)
Section 2. (a) An autonomous vehicle may be operated in autonomous mode in this state only if ALEA has issued a certificate of compliance for the make and model of the vehicle. For the purpose of enforcing the traffic laws and other laws applicable to drivers and motor vehicles operated in this state, 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.
Section 4. (c) Unless otherwise approved in advance by ALEA, a licensee shall ensure that at least two persons are physically present in an autonomous vehicle at all times that the autonomous vehicle is being tested on a public road, one of whom is the operator who must at all times be seated in a position that allows the person to take complete control of the vehicle, including, without limitation, control of the steering, throttle, and brakes.

CA SB 1298 (2012)
38750. (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.

CA A 2866 (2016)
(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.

HI SB 630 (2015)
Section 2. Chapter 286 - Operation
(b) 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 vehicle is operating in autonomous mode.

MA H 2977 (2015)
(a) A person who possesses a valid driver 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.
MI SB 169 (2013)
Sec. 35a. “Operate” or “operating” means 1 or more of the following:
(a) Being in actual physical control of a vehicle. This subdivision applies regardless of whether
or not the person is licensed under this act as an operator or chauffeur.
(b) Causing an automated motor vehicle to move under its own power in automatic mode upon a
highway or street regardless of whether the person is physically present in that automated motor
vehicle at that time. This subdivision applies regardless of whether the person is licensed under
this act as an operator or chauffeur. As used in this subdivision, “causing an automated motor
vehicle to move under its own power in automatic mode” includes engaging the automated
technology of that automated motor vehicle for that purpose.
Sec. 36. “Operator” means a person, other than a chauffeur, who does either of the following:
(a) Operates a motor vehicle upon a highway or street.
(b) Operates an automated motor vehicle upon a highway or street.

NJ A 3745 (2017)
1b. 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;

NY A 31 (2015)
S 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.
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.

OH HB 608 (2016)
The person who is present in an autonomous vehicle as described in division (B)(2)(a) of this
section is deemed to be the operator of the autonomous vehicle for purposes of this section and
any motor vehicle-related offense under Title XXIX or Title XLV of the Revised Code. If no
person is present in the autonomous vehicle as required under division (B)(2)(a) of this section,
the person who caused the vehicle's autonomous technology to engage is deemed to be the
operator for those purposes.

OR SB 620 (2015)
Section 5. Operator requirements. An autonomous vehicle may be tested and operated on the
highways of this state only if:
(1) The operator possesses the proper class of license for the type of autonomous vehicle being
tested or operated; and
(2) The operator is in the driver’s seat of the autonomous vehicle, is monitoring the operation of
the autonomous vehicle and is capable of taking immediate manual control of the autonomous
vehicle in the event of a failure of the autonomous system or other emergency.
PA SB 1268 (2015)
When an autonomous vehicle is being operated, the operator must:
(1) Be a licensed driver.
(2) Be able to take immediate manual or remote control of the autonomous vehicle in the event of a failure or malfunction of the autonomous technology or other emergency.
(3) Monitor the operation of the autonomous vehicle.

RI S 2514 (2016)
(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.

SD SB 139 (2014)
(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.

TN SB 1561 (2016)
Section 5. An ORAV may be tested and operated on the streets and highways of this state only if:
(1) The operator possesses the proper class of license for the type of ORAV being tested or operated; and
(2) The operator is: (A) In the driver's seat of the ORAV; (B) Monitoring the operation of the ORAV; and (C) Capable of taking immediate manual control of the ORAV in the event of a failure of the autonomous system or other emergency.

TN HB 1564 (2016)
Section 5. An ORAV may be tested and operated on the streets and highways of this state only if:
(1) The operator possesses the proper class of license for the type of ORAV being tested or operated; and
(2) The operator is: (A) In the driver's seat of the ORAV; (B) Monitoring the operation of the ORAV; and (C) Capable of taking immediate manual control of the ORAV in the event of a failure of the autonomous system or other emergency.

Driver’s License Legislation

Bills that Require Endorsement

AL SB 178 (2016)
Section 2(b) ALEA (Alabama State Law Enforcement Agency) may create an endorsement on the driver's license for drivers of autonomous vehicles and prescribe additional testing requirements for persons licensed to operate an autonomous vehicle
Section 2(3) ALEA and the Department of Revenue may adopt rules necessary to effectuate the registration and licensing of autonomous vehicles.

**NJ A 851 (2017)**
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. 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.
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.

**NJ S. 343 (2017)**
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.
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.

**NV AB 511 (2011)**
Section 2. Chapter 483 1. The Department shall by regulation establish a driver’s license endorsement for the operation of an autonomous vehicle on the highways of this State. The driver’s license endorsement described in this subsection must, in its restrictions or lack thereof, recognize the fact that a person is not required to actively drive an autonomous vehicle.

**TX HB 933 (2015) and TX SB 1167 (2015)**
Section 2. Chapter 82, Section 521.1236. The department shall establish a program to provide an autonomous motor vehicle operation designation either on the face of a driver’s license or on the reverse side of the driver’s license issued to a person who is authorized to operate an autonomous motor vehicle under Section 545.428.
Section 4. Subchapter 1, Chapter 545, Section 545.428 (4) A person may not operate an autonomous motor vehicle on a roadway or public highway under Subsection (b) unless (1) the person holds a driver’s license with an autonomous motor vehicle designation under Section 545.428.

**Simple License Requirement**

**DC B19-0931 (2013)**
Section 2. (2) “Driver” means a human operator of a motor vehicle with a valid driver’s license.
**FL HB 7027 (2015)**
Section 12 Subsection (1), section 316.85 (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.

**FL HB 7061 (2016)**
Section 12 Subsection (1), section 316.85 (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(2)

**GA S 113 (2015)**
Section 2, Part 7, 40-6-369.6 Autonomous vehicles in compliance with Code Section 40-6-369.5 may be operated on roads in this state by employees, contractors, or other persons designated by manufacturers of autonomous technology 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 testing in this state, the person performing the testing shall submit to the Department of Revenue a surety bond or documentation of liability insurance coverage of at least $5 million.

**HI SB 630 (2015)**
Section 2. Chapter 286. Part ____, Section 286
(a) Notwithstanding any law to the contrary, beginning ____, a person who possesses a valid Hawaii driver license may operate an autonomous motor vehicle that employs autonomous technology on any highway, roadway, or street, as those terms are defined in section 291C-1

**ID SB 1108 (2015)**
Chapter 37, 49-3703. If an autonomous driven vehicle is being tested on highway within the state, the test driver must be:
(1) Eighteen (18) years of age or older;
(2) In possession of a valid driver's license issued in their name and insured by vehicle liability insurance as required by law

**MA H 2977 (2015)**
Section 1. (a) A person who possesses a valid driver license may operate an autonomous vehicle in autonomous mode.

**MO HB 924 (2015)**
Section A. Chapter 304, section 304.145 Any manufacturer of automated technology shall be permitted to research or test an automated motor vehicle or any automated technology installed in a motor vehicle if:
(4) The individual operating the vehicle and any individual present in the vehicle are licensed to operate a motor vehicle in this country.

**MN HF 3325 (2015)**
Section 3. Subd. 4. A person is deemed to be operating an autonomous vehicle when the person causes the vehicle's autonomous technology to engage, regardless of whether the person is physically present in the autonomous vehicle. While participating in this demonstration project, a person may operate an autonomous vehicle in autonomous mode if:
(1) the person holds a class D license or its equivalent; or
(2) the person does not hold a driver's license, but a person who holds a class D license or its equivalent is present in the vehicle or is monitoring the vehicle from a remote location during operation, and in either case, the licensed person is able to take control of the vehicle's movements immediately, if necessary

**NH HB 314 (2017)**
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.

**NY A 31 (2015)**
S. 507-A. 1. Any person who holds a Class D License or its equivalent may operate an autonomous vehicle in autonomous mode upon a public highway.

**OH HB 608 (2016)**
Section 1 Sec. 4501.50 (B) (2) A manufacturer of autonomous vehicles or autonomous technology may operate an autonomous vehicle on the public roads and highways in this state for purposes of transporting or testing the autonomous vehicle only if all of the following requirements are met:
(a) A person who holds a valid driver's or commercial driver's license is present in the autonomous vehicle, is monitoring the safe operation of the autonomous vehicle, and is capable of taking immediate control of the autonomous vehicle if a technology failure or other emergency occurs.
(c) The vehicle displays an autonomous vehicle license plate established and issued by the registrar of motor vehicles.

**OR SB 620 (2015)**
Section 5. An autonomous vehicle may be tested and operated on the highways of this state only if:
(1) The operator possesses the proper class of license for the type of autonomous vehicle being tested or operated;

**PA SB 1268 (2015)**
Chapter 36, Subchapter A, Section 3610. When an autonomous vehicle is being operated, the operator must:
(1) be a licensed driver.

**PA SB 1412 (2015)**
Sec. 3601. “Test operator.” An individual authorized by, employed by or affiliated with an automated vehicle tester who is:
(4) in receipt of a valid class of a driver's license acceptable by the department for the type of highly automated vehicle being tested

**RI S 2514 (2016)**
Chapter 31-1-3.1 (2) (b) A person who possesses a valid driver's license may operate an autonomous vehicle in autonomous mode.

**Insurance Requirement Legislation**

**Normal Insurance**

**ID SB 1108 (2015)**
Chapter 37, 49-3703. If an autonomous driven vehicle is being tested on highway within the state, the test driver must be:
(1) Eighteen (18) years of age or older;
(2) In possession of a valid driver's license issued in their name and insured by vehicle liability insurance as required by law

**MO HB 924 (2015)**
Section A. Chapter 304, section 304.145 Any manufacturer of automated technology shall be permitted to research or test an automated motor vehicle or any automated technology installed in a motor vehicle if:
(1) The manufacturer submits proof that the vehicle is insured as required by law;

**NJ A 851 (2017)**
3. The Chief Administrator of the New Jersey Motor Vehicle Commission shall adopt regulations, pursuant to the 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:
b. Requirements for proof of insurance as required by 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);

**NJ S. 343 (2017)**

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 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:
   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);

**NV AB 511 (2011)**

Section 8. 1. The Department shall adopt regulations authorizing the operation of autonomous vehicles on highways within the State of Nevada.
2. (b) Set forth requirements for the insurance that is required to test or operate an autonomous vehicle on a highway within this State;

**OH HB 608 (2016)**

Section 1 Sec. 4501.50 (B) (2) A manufacturer of autonomous vehicles or autonomous technology may operate an autonomous vehicle on the public roads and highways in this state for purposes of transporting or testing the autonomous vehicle only if all of the following requirements are met:
(D) (1) A manufacturer that registers an autonomous vehicle shall furnish and maintain proof of financial responsibility with respect to the autonomous vehicle by filing with the registrar of motor vehicles one of the following:
   (a) A certificate of insurance as provided in section 4509.46 or 4509.47 of the Revised Code;
   (b) A policy of liability insurance, a declaration page of a policy of liability insurance, or liability bond if the policy or bond complies with sections 4509.49 to 4509.61 of the Revised Code;
   (c) A bond or certification of the issuance of a bond if the bond complies with section 4509.59 of the Revised Code;
   (d) A certificate of deposit of money or securities if the certificate of deposit complies with section 4509.62 of the Revised Code;
   (e) A certificate of self-insurance as provided in section 4509.72 of the Revised Code.
(2) Upon the request of a law enforcement officer, the person who is deemed to be the operator of an autonomous vehicle as described in this section shall produce proof of compliance with division (D)(1) of this section. The law enforcement officer requesting such proof shall notify the registrar of any violation of that division. The notice to the registrar shall be on a form prescribed
by the registrar and supplied by the registrar at the registrar's expense, and shall include the license plate number of the autonomous vehicle and any other information the registrar requires.

**TX HB 933 (2015) and SB 1167 (2015)**
Section 4. Subchapter 1, Chapter 545, Section 545.428 (f) The department shall adopt rules authorizing the operation of autonomous motor vehicles on roadways and public highways, including rules:
(2) establishing insurance requirements for:
   (A) autonomous motor vehicle operators;
   (B) manufacturers of autonomous motor vehicles operating autonomous motor vehicles; and
   (C) upfitters operating autonomous motor vehicles

**AV Insurance of $5 million**

**AL SB 178 (2016)**
Section 2(d) Each autonomous vehicle approved for operation of the public roads and operated by a licensed driver shall carry liability insurance in an amount of at least five million dollars ($5,000,000)

**CA AB 1592 (2016)**
Section 1. (c) Prior to the start of the testing of an autonomous vehicle that does not have a driver seated in the driver's seat on or across a public road, the Contra Costa Transportation Authority or a private entity, or a combination of the two, shall do both of the following:
(1) Obtain an instrument of insurance, surety bond, or proof of self-insurance in an amount of five million dollars ($5,000,000), and shall provide evidence of the insurance, surety bond, or proof of self-insurance to the Department of Motor Vehicles in the form and manner required by the department.

**FL HB 7027 (2015) and FL HB 7061 (2016)**
Section 12 Subsection (1), section 316.86 (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, or by research organizations associated with accredited educational institutions, 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. Before the start of testing in this state, the entity performing the testing must submit to the department an instrument of insurance, surety bond, or proof of self-insurance acceptable to the department in the amount of $5 million.

**GA S 113 (2015)**
Section 2, Part 7, 40-6-369.6 Autonomous vehicles in compliance with Code Section 40-6-369.5 may be operated on roads in this state by employees, contractors, or other persons designated by manufacturers of autonomous technology 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 testing in this state, the person performing the testing shall submit to the Department of Revenue a surety bond or documentation of liability insurance coverage of at least $5 million.

HI SB 630 (2015)
Section 2. Chapter 286. Part ____, Section 286
(b) Prior to the start of testing in this State, the entity performing the testing must submit to the director an instrument of insurance, surety bond, or proof of self-insurance acceptable to the director in the amount of $5,000,000

MA H 4321 / H 2977 (2015)
Section 1, Section 19M (d) (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 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-insurance acceptable to the department in the amount of $5,000,000.

MN HF 3325 (2015)
Section 3. Subd. 2. The task force must select, through a contracting method chosen by the task force, vendors to participate in the demonstration project. Vendors must furnish, equip, and operate autonomous vehicles that meet vehicle and safety standards identified by the commissioner of public safety, for testing purposes to achieve the goal expressed in subdivision 1. Employees, contractors, or others designated by vendors may operate the autonomous vehicles within the demonstration project. Before beginning operation of autonomous vehicles within the demonstration project, each vendor must submit to the Department of Public Safety an instrument of insurance, surety bond, or proof of self-insurance acceptable to the department in the amount of $5,000,000.

NJ A3745 (2016)
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:
   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.
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: 

[(3)] 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.

NH HB 314 (2017)
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.

NY A 31 (2015)
S. 1212-A. 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.

OR SB 620 (2015)
Section 3. (4) A manufacturer of autonomous vehicles shall submit proof of liability insurance with an application made under this section. The insurance policy must be for an amount not less than $5 million.

PA SB 1268 (2015)
Chapter 36, Subchapter A, Section 3612
(c) An autonomous vehicle tester must do the following before operating an autonomous vehicle on a test road:
(1) Submit to the department proof of general liability insurance or self-insurance, acceptable to the department, in the amount of $5,000,000.
(2) Provide proof of financial responsibility for the vehicle as provided under Chapter 17 (relating to financial responsibility)

SD SB 139 (2014)
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:
(4) 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
TN SB 1561 / HB 1564 (2015)
Section 3. (d) A manufacturer shall submit proof of liability insurance with an application made under this section. The insurance policy shall be for an amount not less than five million dollars ($5,000,000).

AV Insurance of $10 million

MI SB 995 (2016)
Sec. 2b (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:
(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.
(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.
(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.

Vehicle Requirement Legislation

AL S 178 (2016)
Section 1. For purposes of this act, the following terms shall have the following meanings:
(3) Autonomous Vehicle. A motor vehicle that uses artificial intelligence, sensors, and global positioning system coordinates to drive itself without active intervention of a human operator. The term excludes 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.
Section 4. (2) The 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 data. Such data shall be preserved for three years after the date of the collision. (3) The vehicle has a switch to engage and disengage the autonomous operation of the vehicle that is easily accessible to the operator of the autonomous vehicle and is not likely to distract the operator from focusing on the road while engaging or disengaging the autonomous
operation. (4) The vehicle has a system to safely alert the operator of the autonomous vehicle to take control of the autonomous vehicle if a technology failure is detected. (5) The vehicle is equipped with autonomous technology which does not adversely affect any other safety features of the vehicle which are subject to federal regulation.

CA SB 1298 (2012)
(a) For purposes of this division, the following definitions apply:
(1) “Autonomous technology” means technology that has the capability to drive a vehicle without the active physical control or monitoring by a human operator.
(2) (A) “Autonomous vehicle” means any vehicle equipped with autonomous technology that has been integrated into that vehicle.
(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.
(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.
(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 data. The data shall be preserved for three years after the date of the collision.

HI SB 630 (2015)
Section 2. Chapter 286 - vehicle safety requirements
An autonomous motor vehicle that is allowed to be operated in this State shall, at a minimum, comply with the following requirements:
(1) Have a current official certificate of inspection under section 286-25 and be certified with a certificate of inspection under section 286-26; provided that the department of transportation shall adopt rules for purposes of this paragraph; Meet federal standards and regulations for a motor vehicle; Have a means to engage and disengage the autonomous technology which is easily accessible to the operator; Have a means, inside the vehicle, to visually indicate when the motor vehicle is operating in autonomous mode; Have a means to alert the operator of the motor 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 motor vehicle; and Be capable of being operated in compliance with the
applicable traffic and motor vehicle laws of this State and the county in which the autonomous vehicle operates.

**MI SB 169 (2013)**

Sec. 2b. (1) “Automated motor vehicle” means a motor vehicle on which automated technology has been installed, either by a manufacturer of automated technology or an upfitter that 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 the technology is installed to operate without any control or monitoring by an operator.

**MN HF 3325 (2016)**

Section 1. For the purposes of this act, “autonomous vehicle” is a vehicle equipped with technology that has the capability to drive a vehicle without the active control or monitoring of a human operator. Autonomous vehicle 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 the system alone or in combination with other systems enables the vehicle to drive without the active control or monitoring by a human operator.

**NJ A 3745 (2017)**

3. A certification by the manufacturer that the autonomous technology satisfies the following requirements: the autonomous technology has the ability to be easily engaged or disengaged by the operator; the autonomous vehicle has a visual indicator inside the cabin of the vehicle to indicate when the autonomous technology is engaged; 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 do either: (i) (a) require the operator to take control of the autonomous vehicle; or (ii) (b) be capable of coming to a complete stop if the operator does not or is unable to take control of the autonomous vehicle. 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; 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.
OR SB 620 (2015)
Section 4. Vehicle requirements. (1) An autonomous vehicle may be tested and operated on the highways of this state only if:
(a) The autonomous vehicle has a mechanism to engage and disengage the autonomous system that is easily accessible to the operator;
(b) The autonomous vehicle has a visual indicator inside the autonomous vehicle to indicate when the autonomous system is engaged and when the autonomous system is disengaged;
(c) The autonomous vehicle has a failure alert system to notify the operator when a system failure is detected;
(d)(A) The failure alert system allows the operator to take immediate manual control of the autonomous vehicle when a failure of the autonomous system or other emergency is detected; or
(B) The failure alert system stops the autonomous vehicle if the operator does not or cannot take immediate manual control of the autonomous vehicle when a failure of the autonomous system or other emergency is detected; and
(e) The failure alert system allows the operator to take immediate manual control of the autonomous vehicle in more than one manner, including but not limited to using the brake, the accelerator or the steering wheel.
(2) An autonomous vehicle may be operated on the highways of this state only if the autonomous vehicle and its autonomous system meet 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) An autonomous vehicle may be operated on the highways of this state only if the autonomous vehicle has a system that captures and stores the autonomous system sensor data for the autonomous vehicle for at least 30 seconds before a collision can occur. The data system described in this subsection must store data in a read-only format for a minimum of three years after the date of a collision.

RI S 2514 (2016)
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;

SD SB 139 (2014)
(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;
TN SB 1561 (2016)
Section 4.
(a) An ORAV may be tested and operated on the streets and highways of this state only if:
(1) The ORAV has a mechanism to engage and disengage the autonomous system that is easily accessible to the operator;
(2) The ORAV has a visual indicator inside the vehicle to indicate when the autonomous system is engaged and when the autonomous system is disengaged;
(3) The ORAV has a failure alert system to notify the operator when a system failure is detected;
(4)(A) The failure alert system allows the operator to take immediate manual control of the ORAV when a failure of the autonomous system or other emergency is detected; or
(B) The failure alert system stops the ORAV if the operator does not or cannot take immediate manual control of the vehicle when a failure of the autonomous system or other emergency is detected; and
(5) The failure alert system allows the operator to take immediate manual control of the ORAV in more than one (1) manner, including using the brake, the accelerator, or the steering wheel.

TN HB 1564 (2016)
Section 4.
(a) An ORAV may be tested and operated on the streets and highways of this state only if:
(1) The ORAV has a mechanism to engage and disengage the autonomous system that is easily accessible to the operator;
(2) The ORAV has a visual indicator inside the vehicle to indicate when the autonomous system is engaged and when the autonomous system is disengaged;
(3) The ORAV has a failure alert system to notify the operator when a system failure is detected;
(4)(A) The failure alert system allows the operator to take immediate manual control of the ORAV when a failure of the autonomous system or other emergency is detected; or
(B) The failure alert system stops the ORAV if the operator does not or cannot take immediate manual control of the vehicle when a failure of the autonomous system or other emergency is detected; and
(5) The failure alert system allows the operator to take immediate manual control of the ORAV in more than one (1) manner, including using the brake, the accelerator, or the steering wheel.

CA A 2866 (2016)
SECTION 1.38750.
(a) For purposes of this division, the following definitions apply:
(1) “Autonomous technology” means technology that has the capability to drive a vehicle without the active physical control or monitoring by a human operator.
(2) (A) “Autonomous vehicle” means any vehicle equipped with autonomous technology that has been integrated into that vehicle.
(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.

**FL HB 1207 (2012)**
(1) As used in this section, the term "autonomous technology" means technology installed on a vehicle enabling it to operate without the active control and continuous monitoring of a human operator. The term does not include individual safety systems or driver assistance systems such as electronic blind spot assistance, crash avoidance and emergency breaking systems, park assist, adaptive cruise control, lane keep assist, lane departure warning, or traffic jam and queuing assistant, unless any such system alone or in combination with other systems enables the vehicle to drive itself without the active control or continuous monitoring of a human operator.

**GA S 113 (2015)**
Section 1.
"(5.1) 'Autonomous technology' means technology installed on a motor vehicle that provides the motor vehicle with the capability to drive without the direct active controller 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.

**ID SB 1108 (2015)**
49-3704. (a) Equipped with a means to engage and disengage the autonomous technology which is easily accessible to the test driver of the autonomous driven vehicle;
(b) Equipped with the ability to automatically return control to the test driver should the test driver intervene, such as taking the steering wheel or applying the brake;
(c) Equipped with a visual indicator located inside the autonomous driven vehicle which indicates when autonomous technology is operating the autonomous driven vehicle;
(d) Equipped with a means to alert the test driver to take manual control of the autonomous driven vehicle if a failure of the autonomous technology has been detected and such failure affects the ability of the autonomous technology to operate the autonomous driven vehicle safely;
Def. “Autonomous technology” means technology that is installed on a motor vehicle and that has the capability to drive the motor vehicle without the active control or monitoring of a human operator. The term does not include an active safety system or a system for driver assistance including, without limitation, a system to provide electronic blind spot detection, crash avoidance, emergency braking, parking assistance, adaptive cruise control, lane keeping assistance, lane departure warning or traffic jam and queuing assistance, unless any such system, alone or in combination with any other system, enables the vehicle on which the system is installed to be driven without the active control or monitoring of a human operator.
MA H 4321 (2016)
(b) An autonomous vehicle registered in this state must continue to meet federal standards and regulations for a motor vehicle. The vehicle shall:
(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.

MA H 2977 (2015)
(b) An autonomous vehicle registered in this state must continue to meet federal standards and regulations for a motor vehicle. The vehicle shall:
(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.

MA S 1841 (2015)
Section 1J. (a) The following words used in this section shall have the following meanings, unless a different meaning is clearly apparent from the language or context, or unless such construction is inconsistent with the manifest intention of the legislature:
“Autonomous vehicle” a motor vehicle that uses computers, sensors, and other technology and devices that enable the vehicle to safely operate without the active control and continuous monitoring of a human operator. A vehicle equipped with one or more crash 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 and continuous monitoring of a human operator, is not an autonomous vehicle.

NY A 31 (2015)
S 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:
(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.

**TN HB 2173 (2015)**
SECTION 3. Tennessee Code Annotated, Section 55-9-105(c), is further amended by adding the following as a new subdivision:
(6)(A) When a motor vehicle's autonomous technology is engaged, an operator may use an integrated electronic display for communication, information, and other uses enabled by the display; provided, that 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.

**Liability Legislation**

**DC B19-0931 (2013)**
Section 4.
(a) The original manufacturer of a vehicle converted by a third party into an autonomous vehicle shall not be liable in any action resulting from a 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) The conversion of vehicles to autonomous vehicles shall be limited to model years 2009 or later or vehicles built within 4 years of conversion, whichever vehicle is newer.

**FL HB 7061 (2016)**
Section 12 Subsection (1), section 316.86 (1) The original manufacturer of a vehicle converted by a third party into an autonomous vehicle is 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.

**GA S 113 (2015)**
Section 2, Part 7, 40-6-369.7 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 alleged defect was present in the vehicle as originally manufactured.
**ID SB 1108 (2015)**
Chapter 37, 49-3705. The manufacturer or dealer of a motor vehicle that has been converted by a third party into an autonomous driven vehicle is not liable for damages to any person injured due to a defect caused by the conversion of the motor vehicle or by any equipment installed to facilitate the conversion unless, as to the manufacturer, the defect that caused the injury was present in the vehicle as originally manufactured.

**MA H 4321 / H 2977 (2015)**
Section 1, Section 19M (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.

**MI SB 663 (2013)**
Sec. 2949b. (1) The manufacturer of a vehicle is not liable and shall be dismissed from any action for alleged damages resulting from any of the following unless the defect from which the damages resulted was present in the vehicle when it was manufactured:
(a) The conversion or attempted conversion of the vehicle into an automated motor vehicle by another person.
(b) The installation of equipment in the vehicle by another person to convert it into an automated motor vehicle.
(c) The modification by another person of equipment that was installed by the manufacturer in an automated motor vehicle specifically for using the vehicle in automatic mode.
(2) A subcomponent system producer recognized as described in section 244 of the Michigan vehicle code, 1949 PA 300, MCL 257.244, is not liable in a product liability action for damages resulting from the modification of equipment installed by the subcomponent system producer to convert a vehicle to an automated motor vehicle unless the defect from which the damages resulted was present in the equipment when it was installed by the subcomponent system producer.
(3) Sections 2945 to 2949a do not apply in a product liability action to the extent that they are inconsistent with this section.

**MI SB 995 (2016)**
Sec. 665a. 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.
MI SB 996 (2016)
Sec. 665b. (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.

MI SB 998 (2016)
Sec. 2949b.
(1) The manufacturer of a vehicle is not liable and must be dismissed from any action for alleged damages resulting from any of the following unless the defect from which the damages resulted was present in the vehicle when it was manufactured:
(a) The conversion or attempted conversion of the vehicle into an automated motor vehicle by another person.
(b) The installation of equipment in the vehicle by another person to convert it into an automated motor vehicle.
(c) The modification by another person of equipment that was installed by the manufacturer in an automated motor vehicle specifically for using the vehicle in automatic mode.
(2) A subcomponent system producer recognized as described in section 244 of the Michigan vehicle code, 1949 PA 300, MCL 257.244, is not liable in a product liability action for damages resulting from the modification of equipment installed by the subcomponent system producer to convert a vehicle to an automated motor vehicle unless the defect from which the damages resulted was present in the equipment when it was installed by the subcomponent system producer.
(3) A motor vehicle mechanic or a motor vehicle repair facility that repairs an automated motor vehicle according to specifications from the manufacturer of the automated motor vehicle is not liable in a product liability action for damages resulting from the repairs.
(4) Sections 2945 to 2949a do not apply in a product liability action to the extent that they are inconsistent with this section.

MO HB 924 (2015)
Section A. Chapter 304, section 304.145 4. A manufacturer of automated technology is immune from civil liability for damages that arise out of any modification made by another person to a motor vehicle, an automated motor vehicle, or any automated technology.

NH HB 314 (2017)
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 adaptation of the vehicle to autonomous technology or unless the alleged defect was present in the vehicle as originally manufactured.

**NY A 31 (2015)**
S 9-303. 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 vehicle to an autonomous vehicle, unless such defect is alleged to have been present in the motor vehicle as originally manufactured.

**NV SB 313 (2013)**
Sec. 5. The 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 conversion of the motor vehicle or by any equipment installed to facilitate the conversion unless the defect that caused the injury was present in the vehicle as originally manufactured.

**OH HB 608 (2016)**
Section 1 Sec. 4501.50 (F) A manufacturer of autonomous technology is immune from civil liability for damages arising from modifications made by a person who is not an employee or agent of the manufacturer to either of the following:
(1) Autonomous technology developed by the manufacturer;
(2) An autonomous vehicle equipped with autonomous technology developed by the manufacturer.

**OR SB 620 (2015)**
Section 7. If an autonomous system is installed in a motor vehicle that was not designed and built as an autonomous vehicle, the person that manufactured the motor vehicle is not liable to any person for injury or death resulting from a failure of the subsequently installed autonomous system.

**PA SB 1412 (2015)**
Sec. 3651. For the purpose of determining liability for any violation of this title, the following shall apply:
(1) The test operator of a highly automated vehicle that meets the Society of Automotive Engineers' Level 3 or the lead motor vehicle in platooning shall be deemed to be the driver.
(2) The automated vehicle tester shall be deemed to be the driver of a highly automated vehicle that meets the Society of Automotive Engineers' Level 4 or 5.
(3) A manufacturer shall not be liable under any action arising out of any modification made to add a highly automated vehicle system to a motor vehicle or to any of the motor vehicle systems
or components of a motor vehicle by another person without the manufacturer's consent, except for a manufacturer that is an automated vehicle tester under this chapter.
(4) A manufacturer shall not be liable under any action arising out of any modification made to add a different highly automated vehicle system to a highly automated vehicle or to alter any of the highly automated vehicle systems or components by an automated vehicle tester without the manufacturer's consent, except for a manufacturer that is an automated vehicle tester under this chapter.

**RI S 2514 (2016)**
Chapter 31-1-3.1 (2) (e) (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.

**TN SB 1561 / HB 1564 (2015)**
Section 7. If an autonomous system is installed in a motor vehicle that was not originally designed and built as an autonomous vehicle, the person or entity that originally manufactured the motor vehicle shall not be liable to any person for injury or death resulting from a failure of the subsequently installed autonomous system.

**TX HB 933 (2015)**
Section 1. Chapter 82, Section 82.009
(b) The manufacturer of a motor vehicle is not liable for damages resulting from any of the following actions unless the defect from which the damages resulted was present in the motor vehicle when the motor vehicle was manufactured:
(1) the conversion or attempted conversion of the vehicle into an autonomous motor vehicle by a person other than the manufacturer;
(2) the installation of equipment in the vehicle by a person other than the manufacturer to convert the vehicle into an autonomous motor vehicle; or
(3) the modification by a person other than the manufacturer of equipment that was installed by the manufacturer in an autonomous motor vehicle specifically for using the motor vehicle in automatic mode.
(c) A subcomponent system producer is not liable in a products liability action for damages resulting from the modification of equipment installed by the subcomponent system producer to convert a motor vehicle to an autonomous motor vehicle unless the defect from which the damages resulted was present in the equipment when the equipment was installed by the subcomponent system producer.