

State Enacted Legislation on Connected and Autonomous Vehicles

Prepared February 9, 2018

Alabama

SJR 81 (2016)

- Established the Joint Legislative Committee to study self-driving vehicles.
- Enacted and chaptered on May 10, 2016.

Arizona

Governor Doug Ducey signed Executive Order 2015-09 in late August 2015 directing various agencies to “undertake any necessary steps to support the testing and operation of self-driving vehicles on public roads within Arizona.” He also ordered the enabling of pilot programs at selected universities and developed rules to be followed by the programs. The order established a Self-Driving Vehicle Oversight Committee within the governor’s office.

Arkansas

HB 1754 (2017)

- Regulates the testing of vehicles with autonomous technology, relates to vehicles equipped with driver-assistive truck platooning systems.
- Enacted and chaptered on April 1, 2017.

California

SB 1298 (2012)

- Requires the Department of the California Highway Patrol to adopt safety standards and performance requirements to ensure the safe operation and testing of autonomous vehicles, as defined, on the public roads in this state.
- Permits autonomous vehicles to be operated or tested on the public roads in this state pending the adoption of safety standards and performance requirements that would be adopted under this bill.
- Enacted and chaptered on Sept. 25, 2012.

AB 1592 (2016)

- Authorizes the Contra Costa Transportation Authority to conduct a pilot project for the testing of autonomous vehicles that are not equipped with a steering wheel, a brake pedal, an accelerator, or an operator inside the vehicle, if the testing is conducted only at specified locations and the autonomous vehicle operates at specified speeds.
- Enacted and chaptered on Sept. 29, 2016.

AB 669 (2017)

- Extends the sunset date of the law allowing the testing of vehicle platooning with less than 100 feet between each vehicle from January 2018 to January 2020.

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- Prohibits someone from participating in the testing unless they hold a valid driver's license for the class of vehicle.
- Effective Jan. 1, 2018.

AB 1444 (2017)

- Authorizes the Livermore Amador Valley Transit Authority to conduct a shared autonomous vehicle demonstration project for the testing of autonomous vehicles that do not have a driver seat in the driver's seat and are not equipped with a steering wheel, a brake pedal, or an accelerator.
- Effective Jan. 1, 2018.

SB 145 (2017)

- Repeals a requirement that the Department of Motor Vehicles notify the Legislature of receipt of an application seeking approval to operate an autonomous vehicle capable of operating without the presence of a driver inside the vehicle on public roads.
- Repeals the requirement that the approval of such an application not be effective any sooner than a specified number of days after the date of the application.
- Effective Oct. 12, 2017.

AB 87 (2018)

- Requires the Department of Motor Vehicles to adopt application requirements for the testing of autonomous vehicles on public roads without the presence of a driver inside.
- Requires that the manufacturer certify that the local authorities within the jurisdiction where the autonomous vehicle will be tested have been provided with a written notification.
- Requires that the manufacturer provide certain law enforcement agencies with a copy of a law enforcement interaction plan.

California Department of Motor Vehicles webpage on AV

<https://www.dmv.ca.gov/portal/dmv/detail/vr/autonomous/bkgd>

Colorado

SB 213 (2017)

- Defines automated driving system, dynamic driving task and human operator.
- Allows a person to use an automated driving system to drive or control a function of a motor vehicle if the system is capable of complying with every state and federal law that applies to the function that the system is operating.
- Requires approval for vehicle testing if the vehicle cannot comply with every relevant state and federal law. Requires the department of transportation to submit a report on the testing of automated driving systems.
- Effective Aug. 9, 2017.

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Connecticut

SB 260 (2017)

- Defines terms including “fully autonomous vehicle,” “automated driving system,” and “operator.”
- Requires the development of a pilot program for up to four municipalities for the testing of fully autonomous vehicles on public roads in those municipalities.
- Specifies the requirements for testing, including having an operator seated in the driver’s seat and providing proof of insurance of at least \$5 million.
- Establishes a task force to study fully autonomous vehicles. The study must include an evaluation of NHTSA’s standards regarding state responsibility for regulating AVs, an evaluation of laws, legislation and regulations in other states, recommendations on how Connecticut should legislate and regulate AVs, and an evaluation of the pilot program.
- Enacted and chaptered on June 27, 2017.

Delaware

Governor John Carney signed an executive order in September 2017 establishing the Advisory Council on Connected and Autonomous Vehicles, tasked with developing recommendations for innovative tools and strategies that can be used to prepare Delaware’s transportation network for connected and autonomous vehicles.

Florida

HB 1207 (2012)

- Defines “autonomous vehicle” and “autonomous technology.”
- Declares legislative intent to encourage the safe development, testing and operation of motor vehicles with autonomous technology on public roads of the state and finds that the state does not prohibit or specifically regulate the testing or operation of autonomous technology in motor vehicles on public roads.
- Authorizes a person who possesses a valid driver’s license to operate an autonomous vehicle, specifying that the person who causes the vehicle’s autonomous technology to engage is the operator.
- Authorizes the operation of autonomous vehicles by certain persons for testing purposes under certain conditions and requires an instrument of insurance, surety bond or self-insurance prior to the testing of a vehicle.
- Directs the Department of Highway Safety and Motor Vehicles to prepare a report recommending additional legislative or regulatory action that may be required for the safe testing and operation of vehicles equipped with autonomous technology, to be submitted no later than Feb. 12, 2014.
- Enacted and chaptered on April 16, 2012.

HB 599 (2012)

- The relevant portions of this bill are identical to the substitute version of HB 1207.
- Enacted and chaptered on April 29, 2012.

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HB 7027 (2016)

- Permits operation of autonomous vehicles on public roads by individuals with a valid driver license.
- This bill eliminates the requirement that the vehicle operation is being done for testing purposes and removes a number of provisions related to vehicle operation for testing purposes.
- Eliminates the requirement that a driver be present in the vehicle. Requires autonomous vehicles meet applicable federal safety standards and regulations.
- Enacted and chaptered on April 4, 2016.

HB 7061 (2016)

- Defines autonomous technology and driver-assistive truck platooning technology.
- Requires a study on the use and safe operation of driver-assistive truck platooning technology and allows for a pilot project upon conclusion of the study.
- Enacted and chaptered on Apr. 14, 2016.

HB 353 (2018)

- Relates to autonomous vehicles; authorizes a person to operate, or engage autonomous technology to operate, an autonomous vehicle
- Provides that autonomous technology is deemed to be the operator of an autonomous vehicle operating in autonomous mode; defines the term human operator.

SB 712 (2018)

- Relates to autonomous vehicles; exempts an autonomous vehicle from a certain prohibition on the operation of a motor vehicle, if such vehicle is actively displaying certain content that is visible from the driver's seat while in motion.

Florida Department of Highway Safety and Motor Vehicles AV Report (February 2014)

<http://www.flhsmv.gov/html/HSMVAutonomousVehicleReport2014.pdf>

Georgia

HB 472 (2017)

- Specifies that the law prohibiting following too closely does not to apply to the non-leading vehicle in a coordinated platoon.
- Defines coordinated platoon as a group of motor vehicles traveling in the same lane utilizing vehicle-to-vehicle communication technology to automatically coordinate the movement of the vehicles.
- Effective July 1, 2017.

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SB 219 (2017)

- Defines automated driving system, dynamic driving task, fully autonomous vehicle, minimal risk condition and operational design domain.
- Exempts a person operating an automated motor vehicle with the automated driving system engaged from the requirement to hold a driver's license.
- Specifies conditions that must be met for a vehicle to operate without a human driver present in the vehicle, including insurance and registration requirements.
- Effective July 1, 2017.

Georgia House AV Technology Study Committee Report (December 2014)

http://www.house.ga.gov/Documents/CommitteeDocuments/2014/Autonomous_Vehicles/Final%20Autonomous%20Vehicle%20Committee%20Report.pdf

Hawaii

Governor David Ige signed an executive order in November 2017 established a connected autonomous vehicles (CAV) contact in the governor's office and requires certain government agencies to work with companies to allow for self-driving vehicle testing in the state.

HB 2253 (2018)

- Authorizes and regulates the testing of autonomous vehicles in the State of Hawaii
- Establishes approval process and annual reporting.
- Defines autonomous vehicles, regulations, and financial liabilities.
- Makes an appropriation.

Idaho

Governor C.L. Otter signed an executive order in January 2018 that established an Autonomous and Connected Vehicle and Deployment Committee.

Illinois

HB 791 (2017)

- Preempts local authorities from enacting or enforcing ordinances that prohibit the use of vehicles equipped with Automated Driving Systems. Defines "automated driving system equipped vehicle."
- Effective June 1, 2018.

Indiana

HB 1341 (2018)

- Establishes regulation relating to autonomous vehicles.

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- Provides that a political subdivision may not prohibit the authorized use of an automated driving system, automated vehicle, or an on demand automated vehicle network.
- Provides criteria for the authorization and operation of automated driving systems and vehicles.
- Provides criteria for the registration of automated vehicles and proof of financial responsibility.
- Provides for required equipment and prerequisites; provides for certain liabilities.

Iowa

Iowa Department of Transportation AV Technologies Project Vision Document (March 2017)

https://www.iowadot.gov/pdf_files/IowaVisionDocument.pdf

Kentucky

Kentucky Transportation Center, Analysis of Autonomous Vehicles Policies

https://uknowledge.uky.edu/ktc_researchreports/1568/

Louisiana

HB 1143 (2016)

- Defines "autonomous technology" for purposes of the Highway Regulatory Act.
- Enacted and chaptered on June 2, 2016.

Louisiana Transportation Research Center, Investigation into Legislative Action Needed To Accommodate the Future Safe Operation of Autonomous Vehicles in the State of Louisiana (October 2016)

<http://www.ltrc.lsu.edu/pdf/2016/FR%20571.pdf>

Maine

HB 1204 (2017)

- This bill authorizes municipalities to enter into memoranda of agreement with the Secretary of State, the Department of Transportation and the Department of Professional and Financial Regulation, Bureau of Insurance to develop, test and operate pilot programs for the use of autonomous vehicles for public transportation until March 31, 2022.
- It requires any municipality that develops, tests or operates a pilot program to submit a report regarding the pilot program.

Governor Paul R. LePage signed an executive order in January 2018 that establishes the Maine Highly Automated Vehicles Advisory Committee.

Massachusetts

Governor Charlie Baker signed an executive order in October 2016, "To Promote the Testing and Deployment of Highly Automated Driving Technologies." The order created a working group on AVs and the group is expected to work with

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experts on vehicle safety and automation, work with members of the legislature on proposed legislation, and support agreements that AV companies will enter with the state DOT, municipalities and state agencies.

Michigan

SB 995 (2016)

- Allows for autonomous vehicles under certain conditions.
- Allows operation without a person in the autonomous vehicle.
- Specifies that the requirement that commercial vehicles maintain a minimum following distance of 500 feet does not apply to vehicles in a platoon.
- Enacted and chaptered on Dec. 9, 2016.

SB 996 (2016)

- Allows for autonomous vehicles under certain conditions.
- Allows operation without a person in the autonomous vehicle.
- Enacted and chaptered on Dec. 9, 2016.

SB 997 (2016)

- Defines automated driving system.
- Allows for the creation of mobility research centers where automated technology can be tested.
- Provides immunity for automated technology manufacturers when modifications are made without the manufacturer's consent.
- Enacted and chaptered on Dec. 9, 2016.

SB 998 (2016)

- Exempts mechanics and repair shops from liability on fixing automated vehicles.
- Enacted and chaptered on Dec. 9, 2016.

SB 169 (2013)

- Defines "automated technology," "automated vehicle," "automated mode," expressly permits testing of automated vehicles by certain parties under certain conditions, defines operator, addresses liability of the original manufacturer of a vehicle on which a third party has installed an automated system, directs state DOT with Secretary of State to submit report by Feb. 1, 2016.
- Enacted and chaptered on Dec. 20, 2013.

SB 663 (2013)

- Limits liability of vehicle manufacturer or upfitter for damages in a product liability suit resulting from modifications made by a third party to an automated vehicle or automated vehicle technology under certain circumstances; relates to automated mode conversions.

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- Enacted and chaptered on Dec. 26, 2013.

Missouri

HB 1871 (2018)

- Allows testing of driverless motor vehicles until August 28, 2021.

HB 2271 (2018)

- Contains provisions relating to the operation of automated motor vehicles in the state and establishes the Automated Vehicle Safety Advisory Committee.

Nebraska

LB 989 (2017)

- Authorizes testing of autonomous vehicles by a city of the primary class on its roadways.

LB 1122 (2017)

- Authorizes testing of automated motor vehicles as prescribed.

Nevada

AB 511 (2011)

- Authorizes operation of autonomous vehicles and a driver's license endorsement for operators of autonomous vehicles.
- Defines "autonomous vehicle" and directs state Department of Motor Vehicles (DMV) to adopt rules for license endorsement and for operation, including insurance, safety standards and testing.
- Enacted and chaptered on June 17, 2011.

SB 140 (2011)

- Prohibits the use of cell phones or other handheld wireless communications devices while driving in certain circumstances, and makes it a crime to text or read data on a cellular phone while driving.
- Permits use of such devices for persons in a legally operating autonomous vehicle. These persons are deemed not to be operating a motor vehicle for the purposes of this law.
- Enacted and chaptered on June 17, 2011.

SB 313 (2013)

- Relates to autonomous vehicles. Requires an autonomous vehicle that is being tested on a highway to meet certain conditions relating to a human operator.
- Requires proof of insurance.

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- Prohibits an autonomous vehicle from being registered in the state, or tested or operated on a highway within the state, unless it meets certain conditions.
- Provides that the manufacturer of a vehicle that has been converted to be an autonomous vehicle by a third party is immune from liability for certain injuries.
- Enacted and chaptered on June 2, 2013.

AB 69 (2017)

- Defines terms including “driver-assistive platooning technology,” “fully autonomous vehicle” and “automated driving system.”
- Allows the use of driver-assistive platooning technology on highways in the state.
- Preempts local regulation.
- Requires the reporting of any crashes to the department of motor vehicles within 10 days if the crash results in personal injury or property damage greater than \$750.
- Allows a fine of up to \$2,500 to be imposed for violations of laws and regulations relating to autonomous vehicles.
- Permits the operation of fully autonomous vehicles in the state without a human operator in the vehicle.
- Specifies that the original manufacturer is not liable for damages if a vehicle has been modified by an unauthorized third party.
- Allows the DMV to adopt certain regulations relating to autonomous vehicles.
- Defines “driver,” for purposes of an autonomous vehicle, to be the person who causes the automated driving system to engage.
- Specifies that the following distance requirement does not apply to a vehicle using platooning technology.
- Imposes an excise tax on the connection of a passenger to a fully autonomous vehicle for the purpose of providing transportation services.
- Specifies requirements for autonomous vehicle network companies, including a permitting requirement, prohibitions on discrimination, and addressing accessibility.
- Permits the use of autonomous vehicles by motor carriers and taxi companies if certain requirements are met.
- Enacted and chaptered on June 16, 2017.

New Hampshire

HB 1459 (2017)

- Prohibits operating autonomous vehicles on ways of the state.

HB 314 (2017)

- Relates to autonomous vehicles; establishes licensing requirements for autonomous vehicle operation and testing.

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New Jersey

AB 1853 (2018)

- Permits testing and use of autonomous vehicles on state roadways under certain circumstances.

New Mexico

SJM 3 (2018)

- Requests the department of transportation to create a committee that includes relevant state agencies and private entities to review the current and developing state of autonomous vehicle technology and develop a proposal to allow autonomous vehicle use in New Mexico while ensuring public safety.

New York

SB 2005 (2017)

- Allows the commissioner of motor vehicles to approve autonomous vehicle tests and demonstrations.
- Requires supervision from the state police for testing.
- Specifies requirements for operation, including insurance of five million dollars.
- Defines autonomous vehicle technology and dynamic driving task.
- Requires a report on testing and demonstration.
- Enacted and chaptered on April 20, 2017.

North Carolina

HB 469 (2017)

- Establishes regulations for the operation of fully autonomous motor vehicles on public highways of this state.
- Defines terms.
- Specifies that a driver's license is not required for an AV operator.
- Requires an adult be in the vehicle if a person under 12 is in the vehicle.
- Preempts local regulation.
- Establishes the Fully Autonomous Vehicle Committee.
- Effective Dec. 1, 2017.

HB 716 (2017)

- Modifies the follow-too-closely law to allow platooning.
- Effective Aug. 1, 2017.

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North Dakota

HB 1065 (2015)

- Provides for a study of autonomous vehicles.
- Includes research into the degree that automated motor vehicles could reduce traffic fatalities and crashes by reducing or eliminating driver error and the degree that automated motor vehicles could reduce congestion and improve fuel economy.
- Enacted and chaptered on March 20, 2015.

HB 1202 (2017)

- Requires the department of transportation to study the use of vehicles equipped with automated driving systems on the highways in this state and the data or information stored or gathered by the use of those vehicles.
- Also requires that the study include a review of current laws dealing with licensing, registration, insurance, data ownership and use, and inspection and how they should apply to vehicles equipped with automated driving systems.
- Effective Aug. 1, 2017.

Pennsylvania

SB 1267 (2016)

- Allows the use of allocated funds, up to \$40,000,000, for intelligent transportation system applications, such as autonomous and connected vehicle-related technology, in addition to other specified uses.
- Effective Sept. 19, 2016.

PA Autonomous Vehicle Testing Policy: Final Draft Report of the Autonomous Vehicle Policy Task Force

<http://www.penndot.gov/ProjectAndPrograms/ResearchandTesting/Documents/AV%20Testing%20Policy%20DRAFT%20FINAL%20REPORT.pdf>

South Carolina

HB 3289 (2017)

- Specifies that minimum following distance laws for vehicles traveling along a highway do not apply to the operator of any non-leading vehicle traveling in a platoon.
- Effective May 19, 2017.

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Tennessee

SB 598 (2015)

- Relates to motor vehicles. Prohibits local governments from banning the use of motor vehicles equipped with autonomous technology.
- Enacted and chaptered on April 24, 2015.

SB 2333 (2016)

- Allows a motor vehicle to be operated, or to be equipped with, an integrated electronic display visible to the operator while the motor vehicle's autonomous technology is engaged.
- Enacted and chaptered on March 22, 2016.

SB 1561 (2016)

- Redefines "autonomous technology" for purposes of preemption.
- Defines "driving mode" and "dynamic driving task."
- Enacted and chaptered on April 27, 2016.

SB 676 (2017)

- Permits the operation of a platoon on streets and highways in the state after the person provides notification to the department of transportation and the department of safety.
- Enacted and chaptered on April 24, 2017.

SB 151 (2017)

- Creates the "Automated Vehicles Act."
- Defines a number of terms.
- Modifies laws related to unattended motor vehicles, child passenger restraint systems, seat belts, and crash reporting in order to address ADS-operated vehicles.
- Specifies that ADS-operated vehicles are exempt from licensing requirements.
- Permits ADS-operated vehicles on streets and highways in the state without a driver in the vehicle if it meets certain conditions.
- Preempts local regulation of ADS-operated vehicles.
- Specifies that the ADS shall be considered a driver for liability purposes when it is fully engaged and operated properly.
- Makes it a class A misdemeanor to operate a motor vehicle on public roads in the states without a human driver in the driver's seat without meeting the requirements of this Act.
- Specifies that this Act only applies to vehicles in high or full automation mode.
- Enacted and chaptered on June 6, 2017.

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Texas

HB 1791 (2017)

- Allows the use of a connected braking system in order to maintain the appropriate distance between vehicles.
- Specifies that "connected braking system" means a system by which the braking of one vehicle is electronically coordinated with the braking system of a following vehicle.
- Enacted and chaptered on May 18, 2017.

SB 2205 (2017)

- Defines a number of terms, including "automated driving system," "automated motor vehicle," "entire dynamic driving task" and "human operator."
- Preempts local regulation of automated motor vehicles and automated driving systems.
- Specifies that the owner of an automated driving system is the operator of the vehicle when the system is engaged and the system is considered licensed to operate the vehicle.
- Allows an automated motor vehicle to operate in the state regardless of whether a human operator is present in the vehicle, as long as certain requirements are met.
- Effective Sept. 1, 2017.

Utah

HB 373 (2015)

- Authorizes the Department of Transportation to conduct a connected vehicle technology testing program.
- Enacted and chaptered on April 22, 2015.

HB 280 (2016)

- Requires a study related to autonomous vehicles, including evaluating NHTSA and AAMVA standards and best practices, evaluating appropriate safety features and regulatory strategies and developing recommendations.
- Enacted and chaptered on March 23, 2016.

Virginia

HB 454 (2016)

- Allows the viewing of a visual display while a vehicle is being operated autonomously.
- Enacted and chaptered on April 6, 2016.

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Vermont

HB 494 (2017)

- Requires the department of transportation convene a meeting of stakeholders with expertise on a range of topics related to automated vehicles.
- The secretary of transportation must report to the House and Senate committees on transportation regarding the meetings and any recommendations related automated vehicles, including proposed legislation.
- Enacted and chaptered on May 17, 2017.

Washington

Governor Jay Inslee signed an executive order in June 2017 to address autonomous vehicle testing and establish an autonomous vehicle work group. The order requires that state agencies with pertinent regulator jurisdiction “support the safe testing and operation of autonomous vehicles on Washington’s public roads.” It establishes an interagency work group and enables pilot programs throughout the state. The order specifies certain requirements for vehicles operated with human operators present in the vehicle and for vehicles operated without human operators in the vehicle.

HB 2970 (2017)

- Establishes an autonomous vehicle work group.

HB 2971 (2017)

- Concerns the development of a report by the governor's autonomous vehicle work group concerning the testing of autonomous commercial motor vehicles on public roadways in the state.

HCR 4414 (2017)

- Creates a joint select committee on autonomous vehicle technology policy.

Washington, D.C.

2012 DC B 19-0931

- Defines "autonomous vehicle" as "a vehicle capable of navigating District roadways and interpreting traffic-control devices without a driver actively operating any of the vehicle’s control systems."
- Requires a human driver "prepared to take control of the autonomous vehicle at any moment."
- Restricts conversion to recent vehicles, and addresses liability of the original manufacturer of a converted vehicle.
- Enacted and effective from April 23, 2013.

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Wisconsin

Governor Scott Walker signed an executive order in May 2017 creating the Governor’s Steering Committee on Autonomous and Connected Vehicle Testing and Deployment. The committee is tasked with advising the governor “on how best to advance the testing and operation of autonomous and connected vehicles in the State of Wisconsin.” The order specifies the members of the committee, including six legislators from the state. The duties of the committee include identifying all agencies in the state with jurisdiction over testing and deployment of the vehicles, coordinating with the agencies to address concerns related to issues such as “vehicle registration, licensing, insurance, traffic regulations, equipment standards, and vehicle owner or operator responsibilities and liabilities under current law,” and reviewing current state laws and regulations that may impede testing and deployment, along with other tasks. The state department of transportation is required to submit a final report to the governor by June 30, 2018.