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## AUTOMATED DRIVING SYSTEMS (ADS): A SNAPSHOT OF STATE AND FEDERAL POLICIES

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### Introduction

As automated driving systems (ADS) or self-driving vehicles hit the local streets, state lawmakers across the nation are tackling complex legislation to encourage new technology and to properly regulate it. Lawmakers are not only examining opportunities for the testing of the technology but also for the use of ADS by the public. During the July 2019 Transportation Interim Committee meeting, members requested additional information about states considering legislation. In early July, the Montana Legislative Services Division also received the text of a proposed statutory initiative regarding driverless vehicles. The proposed ballot issue is titled the “Driverless Vehicle Act” and would recognize the lawfulness of driverless vehicles in Montana and guarantee the right of Montanans to travel and direct their travel “without government permission or license” by computer-aided automated driverless vehicles. If enough valid signatures (roughly 25,500 with additional requirements) are collected, the initiative will appear on the 2020 ballot.

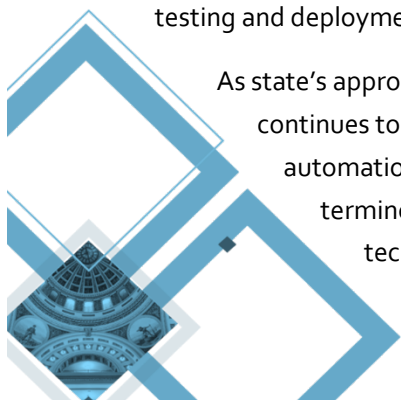
According to the National Conference of State Legislatures (NCSL), legislators and governors in 29 states—Alabama, Arkansas, California, Colorado, Connecticut, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maine, Michigan, Mississippi, Nebraska, New York, Nevada, North Carolina, North Dakota, Oregon, Pennsylvania, South Carolina, Tennessee, Texas, Utah, Virginia, Vermont, Washington and Wisconsin—passed legislation or signed executive orders related to automated driving systems. “State lawmakers are considering the ramifications of driverless cars, including how existing laws and systems may need to be modified in order to facilitate the implementation of this new technology.”<sup>1</sup>

In July, the Uniform Law Commission, which provides states with non-partisan legislation that brings clarity and stability to critical areas of state statutory law, reviewed criteria and procedures for automated driving systems. A uniform or model act was adopted by the body and will soon be available on the commission’s website. The model act provides a statutory and regulatory motor vehicle framework that permits the testing and deployment of fully autonomous vehicles.

As state’s approach development of an autonomous vehicle framework, automotive technology also continues to evolve. There are different levels of automation, ranging from driver assistance to full automation as illustrated in the Society of Automotive Engineers graphic on page 2. The terminology also varies from “driverless cars” and “autonomous vehicles” to the more technically accepted automated driving systems or (ADS). The National Highway Safety Administration encourages states to review other state legislation and work toward consistency. However, the federal agency also provides caveats. “The goal of state

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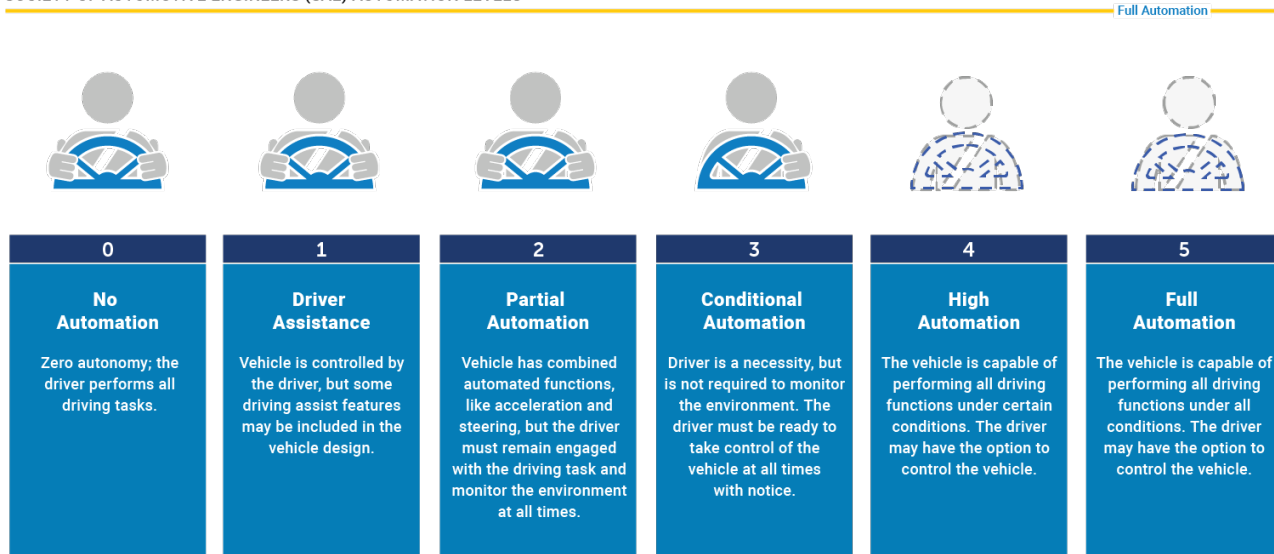
<sup>1</sup> <http://www.ncsl.org/research/transportation/autonomous-vehicles.aspx>



policies in this realm need not be uniformity or identical laws and regulations across all states. Rather, the aim should be sufficient consistency of laws and policies to promote innovation and the swift, widespread, safe integration of ADSs.”<sup>2</sup>

Laws addressing autonomous vehicles often require a dive deep into state vehicle codes to update laws. Safety is one concern, with arguments that the new technology can reduce road congestion and make roads safer in the future. And while autonomous vehicles can manage speed, direction, and adapt to traffic patterns, there are concerns that driverless cars can’t, for example, make ethical choices about driving and multifaceted situations. The laws enacted to-date vary from state to state. Some simply define terms and establish work groups or task forces and set parameters for legislative studies. Other laws outline requirements for testing and incentivizing ADS. Some state laws set out insurance, registration, liability, and licensing requirements for vehicles.

SOCIETY OF AUTOMOTIVE ENGINEERS (SAE) AUTOMATION LEVELS

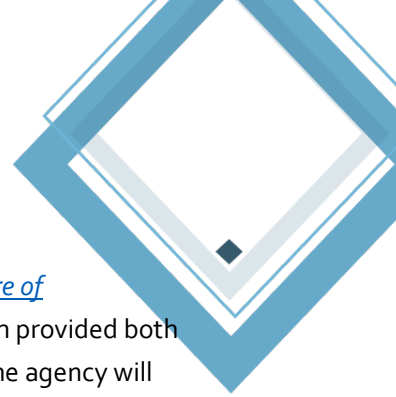


## Federal laws

Members of the 115th Congress did not pass the American Vision for Safer Transportation through Advancement of Revolutionary Technologies Act (AV Start Act), before the end of their session in the last week of 2018. The AV Start Act would have created a framework for regulating, testing and deploying automated vehicles, with the goal of ensuring the safety of highly automated vehicles. However, there continues to be a great deal of activity on the subject at the federal level.

The U.S. Department of Transportation convened a coalition of industry, academic, states and local, safety advocacy, and transportation stakeholders to begin discussing and reviewing issues related to the testing

<sup>2</sup> <https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/automated-driving-systems-2.0-best-practices-for-state-legislatures.pdf>



and deployment of automated vehicles. The U.S. DOT published its [\*Preparing for the Future of Transportation: Automated Vehicles 3.0\*](#) in late 2018. The report built off a 2016 report, which provided both voluntary guidelines and technical assistance to states. The U.S. DOT's report states that the agency will prioritize safety, remain technology neutral, modernize regulations, and proactively prepare for automation.

The U.S. DOT also provides ADS demonstration grants. In 2019, \$60 million in federal funding was provided to eligible entities to fund demonstration projects that test the safe integration of automated driving systems. These grants aim to gather significant safety data to inform rulemaking, foster collaboration among state and local government and private partners, and test the safe integration of ADS on the nation's roads. U.S. DOT received 73 applications from cities, counties, metropolitan planning organizations, states, transit agencies, other transportation authorities, and public universities. Applicants included multiple California-based entities, and more rural applicants including the North Dakota Department of Transportation.

The [National Highway Traffic Safety Administration](#) provided the guidance noting that ADS are already operating on both federal and state highways. The federal government regulates motor vehicles and equipment, and states regulate drivers and most other aspects of vehicle operations. "The traditional roles of the federal government, state and local governments, and private industry are well suited for addressing automation. The federal government is responsible for regulating the safety performance of vehicles and vehicle equipment, as well as their commercial operation in interstate commerce, while states and local governments play the lead role in licensing drivers, establishing rules of the road, and formulating policy in tort liability and insurance. Private industry remains a primary source of transportation research investment and commercial technology development. Governments at all levels should not unnecessarily impede such innovation."<sup>3</sup>

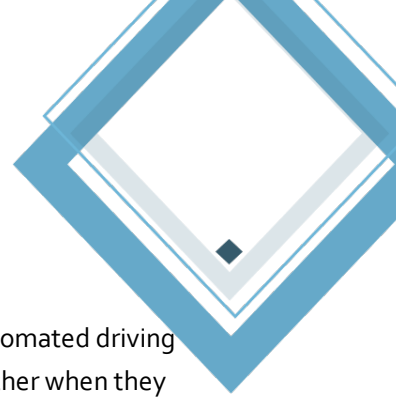
In terms of best practices, the National Highway Traffic Safety Administration also recommends the following to states developing legislative proposals:

- Provide a "technology-neutral" environment;
- Provide licensing and registration procedures;
- Provide reporting and communications methods for public safety officials; and
- Review traffic laws and regulations that may serve as barriers to the operation of autonomous vehicles.<sup>4</sup>

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<sup>3</sup> "Preparing for the Future of Transportation", Automated Vehicles 3.0, U.S. Department of Transportation, page 5.

<sup>4</sup> <https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/automated-driving-systems-2.0-best-practices-for-state-legislatures.pdf>

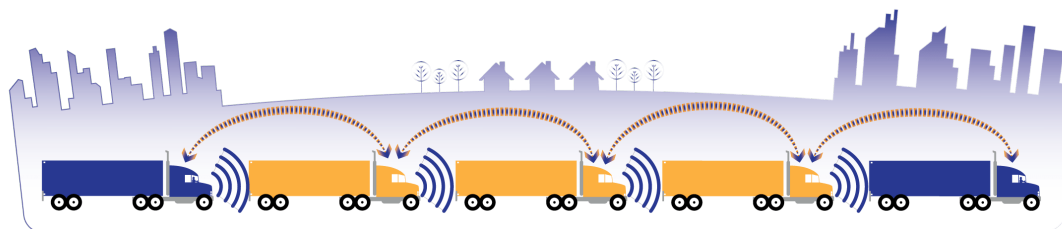


## Truck Platooning Technology

Truck platooning is the linking of two or more trucks using connectivity technology and automated driving support systems. The trucks automatically maintain a set, close distance between one another when they are connected for a trip. The truck and driver at the head of the platoon acts as the leader, with the vehicles behind adjusting to changes in its movement – requiring little to no action from the other drivers. It is sometimes referred to as vehicle-to-vehicle (V2V) communications technology. The trucks are linked using GPS and Wi-fi. Platooned vehicles don't drive themselves but offer assisted driving by communication.

The “platooned” trucks brake and accelerate together. They follow closely, 50 to 80 feet apart, and drivers can disengage the systems when, for example, exiting a highway. The connectivity and close travel is designed to improve fuel efficiency, safety, and to reduce traffic, according to the National Renewable Energy Laboratory (NREL) at the U.S. Department of Energy. In 2018, NREL partnered with National Research Council Canada, Transport Canada, Lawrence Berkeley National Laboratory, Volvo, and others to test and

assess fuel-saving potential of three-truck platoons.

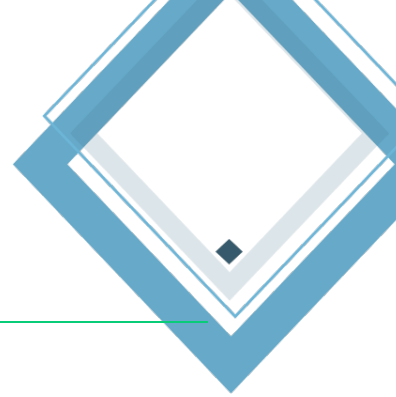


Source: MSU-WTI

Results demonstrated a wide range of fuel savings—with the lead vehicle saving up to 10% at the closest separation distance of 4 meters, the middle vehicle saving up to 17% at 4 meters, and the trailing vehicle saving up to 13% at 10–20 meters.

Some states have enacted laws to accommodate platoons. Changes generally include exceptions to safe following distances for larger vehicles in a platoon. Other states have passed laws to allow for testing platoons on state highways. By early 2018, 16 states had passed laws to allow for testing, according to the U.S. Department of Transportation. (See other states below.)

The Western Transportation Institute (WTI) at Montana State University hosts a program to review and study how to safely integrate driverless technology into the nation's trucking fleet. The Institute is housed in Montana State University's College of Engineering.



## State laws

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### NORTH DAKOTA STUDY BILLS 2015, 2017 AND LEGISLATION 2019

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[House Bill No. 1065](#) requires legislative management during the 2015-2016 interim to consider studying what, if any, current laws need to be changed to accommodate the introduction or testing of automated motor vehicles in North Dakota and any automated corridors affecting North Dakota

[House Bill No. 1202](#) requires the North Dakota Department of Transportation, in collaboration and consultation with the autonomous vehicle technology industry, study the use of vehicles equipped with automated driving systems. The study includes 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. North Dakota also hosted a [symposium](#) on transportation funding, with a discussion of autonomous vehicles.

[House Bill No. 1418](#) provides regulations for automated vehicle network companies and outlines initial regulations for autonomous vehicle operations in the state. [House Bill No. 1199](#) allows for platoons.

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### SOUTH DAKOTA

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No action to date on autonomous vehicles.

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### COLORADO LEGISLATION 2017

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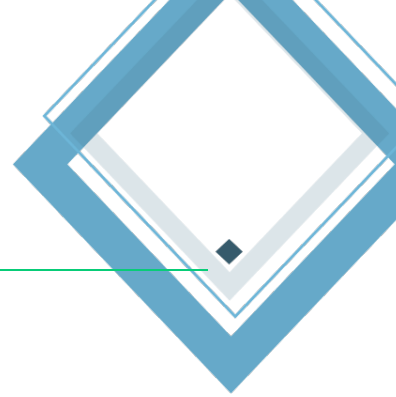
[Senate Bill No. 213](#) authorizes the use of highly autonomous driving systems in Colorado under certain circumstances. The law declares that the regulation of automated driving systems is a matter of statewide concern and prohibits local governments from setting different standards for systems than for human drivers. Automated driving systems are authorized if the system is capable of conforming to every state and federal law applying to driving. If not, a person testing a system is required to obtain approval from the Colorado state patrol and the Colorado department of transportation.

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### WYOMING

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No action to date on autonomous vehicles.



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## UTAH

### LEGISLATION 2015, 2016, 2018, 2019

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[House Bill No. 373](#) authorizes the Utah Department of Transportation to study connected vehicle technology testing. The [report](#) provides background on the technology.

[House Bill No. 280](#) requires the Department of Public Safety, in consultation with other state agencies, including the Division of Motor Vehicles and the Department of Transportation, study, prepare a report, and make recommendations regarding best practices for regulation of autonomous vehicle technology on Utah highways. The [report](#) examines the implications of implementing changes in the law.

[House Bill No. 56](#) modifies existing traffic codes to allow for “platooning systems” and establishes an exemption to minimum following distance requirements for platooning.

[House Bill No. 101](#) amends traffic laws, licensing, and titling requirements and establishes provisions for the operation of autonomous vehicles in Utah. The bill allows for the testing of autonomous vehicles in “real-world situations” while also adding points of regulation for autonomous vehicle use.

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## IDAHO

### EXECUTIVE ORDER REQUIRING STUDY JANUARY 2018

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[Executive Order 2018-01](#) establishes an [Autonomous and Connected Vehicle Testing and Deployment Committee](#) within the Idaho Transportation Department to support testing and deployment and to address issues related to vehicle registration, licensing, insurance, traffic regulations, and vehicle owner and operator responsibilities and liabilities. The 2018 [report](#) to the Governor encourages the Idaho Legislature to enact legislation to allow for testing and deployment.

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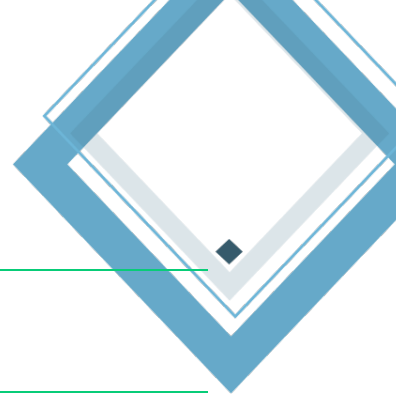
## OREGON

### LEGISLATION 2018

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[House Bill No. 4059](#) provides an exemption for following too closely for vehicles that are part of a connected automated braking system.

[House Bill No. 4063](#) establishes a [task force](#) on autonomous vehicles and establishes the Department of Transportation as the lead agency responsible for coordination of autonomous vehicles and policies. The task force issued a [report](#) that recommends a foundation for a safe framework for automated vehicles in Oregon. It continues to work on issues including insurance regulation and operator liability.



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## NEVADA

### LEGISLATION 2011, 2013, AND 2017

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[Assembly Bill No. 511](#) authorizes the operation of ADSs and requires a driver's license endorsement for operators of autonomous vehicles.

[Senate Bill No. 313](#) requires an autonomous vehicle that is being tested on a highway meet certain conditions relating to a human operator. It also prohibits an autonomous vehicle from being registered, tested, or operated on a highway, unless it meets set conditions. Proof of insurance requirements are set.

[Assembly Bill No. 69](#) revises requirements for the testing or operation of autonomous vehicles. It authorizes the use of platooning technology and fully autonomous vehicles to provide transportation services by those licensed by the Department of Motor Vehicles, Transportation Authority, or Taxicab Authority. It also provides for the regulation of autonomous vehicle network companies.

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## ARIZONA

### EXECUTIVE ORDERS IN 2015 AND 2018 REQUIRING TESTING OF AUTONOMOUS VEHICLES AND ESTABLISHMENT OF RULES

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[Executive Order 2015-09](#) requires the Arizona Department of Transportation, Department of Public Safety, and other agencies with regulatory jurisdiction to support the testing and operation of self-driving vehicles. It requires pilot programs to be established on campuses of various universities and sets rules for testing.

[Executive Order 2018-09](#) establishes an Institute of Automated Mobility to facilitate the testing of automated vehicles and develop policies and guidelines.

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## WASHINGTON

### EXECUTIVE ORDER IN 2017 AND LEGISLATION 2018

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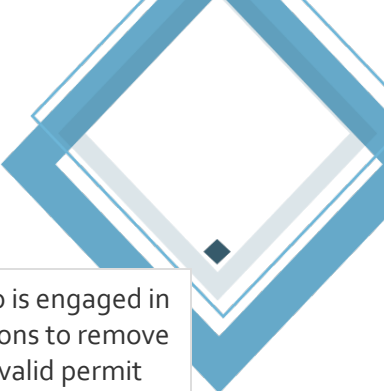
[Executive Order 17-02](#) directs state agencies ranging from the Department of Commerce to the Traffic Safety Commission to support the safe testing and operation of autonomous vehicles. The order establishes a work group and specifies certain requirements for vehicle operation.

[House Bill No. 2970](#) directs the Washington State Transportation Commission to appoint and convene a work group to gather information and develop autonomous vehicle policy recommendations. The 2018 [report](#) provides recommendations that it continue to evaluate and analyze issues including preemption by local governments and liability. It also requests establishment of a public outreach program. The work group is expected to continue its efforts through 2023.



Additional State Legislation (Information compiled and provided by NCSL)		
STATE	BILL NUMBER	RELEVANT PROVISION
Alabama	<a href="#"><u>SB 125</u></a> (2018)	Defines a truck platoon. Exempts trailing trucks in a truck platoon from the state's following too closely provisions if the platoon is engaged in electronic brake coordination and other requirements imposed by the Department of Transportation.
Alabama	<a href="#"><u>SJR 81</u></a> (2016)	Establishes a Legislative Committee to study self-driving vehicles.
Arkansas	<a href="#"><u>HB 1754</u></a> (2017)	Regulates the testing of vehicles with autonomous technology, relates to vehicles equipped with truck platooning systems.
California	<a href="#"><u>SB 1298</u></a> (2012)	Requires the Department of the California Highway Patrol to adopt safety standards and requirements to ensure the safe operation and testing of autonomous vehicles. Permits autonomous vehicles to be operated or tested pending the adoption of safety standards.
California	<a href="#"><u>AB 1592</u></a> (2016)	Authorizes the Contra Costa Transportation Authority to conduct a pilot project for autonomous vehicles.
California	<a href="#"><u>AB 669</u></a> (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. Prohibits someone from participating in the testing unless they hold a valid driver's license for the class of vehicle.
California	<a href="#"><u>AB 1444</u></a> (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 in the driver's seat and are not equipped with a steering wheel, a brake pedal, or an accelerator.
California	<a href="#"><u>SB 145</u></a> (2017)	Repeals a requirement that the Department of Motor Vehicles notifies 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.
California	<a href="#"><u>SB 1</u></a> (2017)	Encourages the California Department of Transportation and cities and counties to, when possible, cost-effective and feasible, use funds under the Road Maintenance and Rehabilitation Program to use advanced technologies and communications systems in transportation infrastructure that recognize and accommodate advanced automotive technologies.





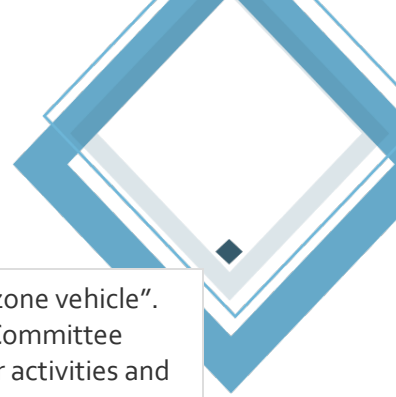
California	<a href="#">AB 87</a> (2018)	Authorizes law enforcement or a public employee who is engaged in directing traffic or enforcing parking laws and regulations to remove a vehicle that uses autonomous technology without a valid permit that is required to operate the vehicle on public roads.
California	<a href="#">AB 1184</a> (2018)	Authorizes the City of San Francisco to, if approved by voters, levy a tax on trips taken in autonomous vehicles that originate in the city and county provided by a transportation network company, i.e. TNC. Taxes may be up to 3.25 percent of the fare for each trip.
Connecticut	<a href="#">SB 260</a> (2017)	Defines terms including “fully autonomous vehicle,” “automated driving system,” and “operator.” Requires the development of a pilot program for up to 4 municipalities for the testing of fully autonomous vehicles on public roads in those municipalities. Specifies requirements for testing. Establishes a task force.
Florida	<a href="#">HB 1207</a> (2012)	Defines “autonomous vehicle” and “autonomous technology.” Encourages the safe development, testing and operation of motor vehicles with autonomous technology. 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. Directs the Department of Highway Safety and Motor Vehicles to prepare a report recommending additional legislative or regulatory action.
Florida	<a href="#">HB 7027</a> (2016)	Permits operation of autonomous vehicles on public roads by individuals with a valid driver's license. Eliminates the requirement that the vehicle operation is being done for testing purposes and removes provisions related to vehicle operation for testing purposes. Eliminates the requirement that a driver is present in the vehicle. Requires autonomous vehicles meet applicable federal safety standards and regulations.
Florida	<a href="#">HB 7061</a> (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.
Georgia	<a href="#">HB 472</a> (2017)	Specifies that the law prohibiting following too closely does not apply to the non-leading vehicle in a coordinated platoon. Defines coordinated platoon.
Georgia	<a href="#">SB 219</a> (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 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.



<b>Illinois</b>	<a href="#"><u>HB 791</u></a> (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."
<b>Indiana</b>	<a href="#"><u>HB 1290</u></a> (2018)	Defines "vehicle platoon". Clarifies vehicle platooning is exempt from the following too close provisions of 300 feet. Sets out an approval system for vehicles, including requiring the filing of a plan for general vehicle platoon operations with the transportation commissioner.
<b>Kentucky</b>	<a href="#"><u>SB 116</u></a> (2018)	Allows a motor carrier to operate a platoon, if the motor carrier provides notification to the Department of Vehicle Regulation and the Kentucky State Police. Establishes licensing requirements and vehicle identification requirements.
<b>Louisiana</b>	<a href="#"><u>HB 1143</u></a> (2016)	Defines "autonomous technology" for purposes of the Highway Regulatory Act.
<b>Louisiana</b>	<a href="#"><u>HB 308</u></a> (2018)	Defines "platoon" or "platooning". Allows for operation, if the platoon operator submits an operational plan. Prohibits platoon operations on a two-lane highway.
<b>Maine</b>	<a href="#"><u>HP 1204</u></a> (2018)	Creates the Commission on Autonomous Vehicles to coordinate efforts among state agencies and stakeholders to inform the development of a process to allow an autonomous vehicle tester to demonstrate and deploy for testing purposes an automated driving system on a public way. By 2020, the Commissioner of Transportation shall submit an initial written report on the progress of the commission and by 2022, the Commissioner of Transportation shall submit a final written report that includes findings and recommendations, including suggested legislation.
<b>Michigan</b>	<a href="#"><u>SB 995</u></a> (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.
<b>Michigan</b>	<a href="#"><u>SB 996</u></a> (2016)	Allows for autonomous vehicles under certain conditions. Allows operation without a person in the autonomous vehicle.
<b>Michigan</b>	<a href="#"><u>SB 997</u></a> (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.
<b>Michigan</b>	<a href="#"><u>SB 998</u></a> (2016)	Exempts mechanics and repair shops from liability on fixing automated vehicles.



<b>Michigan</b>	<a href="#">SB 169</a> (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, and directs state DOT with Secretary of State to submit report by Feb. 1, 2016.
<b>Michigan</b>	<a href="#">SB 663</a> (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.
<b>Mississippi</b>	<a href="#">HB 1343</a> (2018)	Defines "platooning". Creates an exemption from the state's following too closely traffic law. Establishes requirements for filing an operational plan with the Department of Transportation. The Motor Carrier Division of the Department of Public Safety develops acceptable standards for the plan.
<b>Nebraska</b>	<a href="#">LB 989</a> (2018)	Defines automated driving system and other terms. Allows for the operation of a driverless-capable vehicle, if the vehicle meets conditions. Establishes insurance and licensing requirements. Allows for platooning. Clarifies responsibilities in the event of a crash or collision. The DMV is the sole and exclusive state agency that may implement the act.
<b>New York</b>	<a href="#">SB 2005</a> (2017)	Allows the commissioner of motor vehicles to approve autonomous vehicle tests and demonstrations. Specifies requirements for operation, including insurance of \$5 million dollars. Defines autonomous vehicle technology and dynamic driving task. Requires a report on testing and demonstration.
<b>New York</b>	<a href="#">AB 9508</a> (2018)	Amends SB 2005 of 2017 to add additional language regarding autonomous vehicle demonstrations and tests.
<b>North Carolina</b>	<a href="#">HB 469</a> (2017)	Establishes regulations for the operation of fully autonomous motor vehicles on public highways of the 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.
<b>North Carolina</b>	<a href="#">HB 716</a> (2017)	Modifies the follow-too-closely law to allow platooning.
<b>Pennsylvania</b>	<a href="#">SB 1267</a> (2016)	Allows the use of allocated funds, up to \$40 million for intelligent transportation system applications, such as autonomous and connected vehicle-related technology, in addition to other specified uses.



<b>Pennsylvania</b>	<a href="#"><u>HB 1958</u></a> (2018)	Defines "platooning" and a "highly automated work zone vehicle". Establishes the Highly Automated Vehicle Advisory Committee within PennDOT, which must report annually on their activities and post on PennDOT's website.
<b>South Carolina</b>	<a href="#"><u>HB 3289</u></a> (2017)	Specifies that minimum following distance laws for vehicles traveling along a highway does not apply to the operator of any non-leading vehicle traveling in a platoon.
<b>Tennessee</b>	<a href="#"><u>SB 598</u></a> (2015)	Prohibits local governments from banning the use of motor vehicles equipped with autonomous technology.
<b>Tennessee</b>	<a href="#"><u>SB 2333</u></a> (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.
<b>Tennessee</b>	<a href="#"><u>SB 1561</u></a> (2016)	Redefines "autonomous technology" for purposes of preemption. Defines "driving mode" and "dynamic driving task."
<b>Tennessee</b>	<a href="#"><u>SB 676</u></a> (2017)	Permits the operation of a platoon on streets and highways after the person provides notification to the department of transportation and the department of safety.
<b>Tennessee</b>	<a href="#"><u>SB 151</u></a> (2017)	Creates the "Automated Vehicles Act". Modifies laws related to unattended motor vehicles, child passenger restraint systems, seat belts, and crash reporting. Specifies that ADS-operated vehicles are exempt from licensing requirements. Permits ADS-operated vehicles without a driver in the vehicle. Preempts local regulation of ADS-operated vehicles. Specifies that the ADS shall be considered a driver for liability purposes.
<b>Texas</b>	<a href="#"><u>HB 1791</u></a> (2017)	Allows the use of a connected braking system to maintain the appropriate distance between vehicles. Defines "connected braking system".
<b>Texas</b>	<a href="#"><u>SB 2205</u></a> (2017)	Defines terms, including "automated driving system," "automated motor vehicle," "entire dynamic driving task" and "human operator." Preempts local regulation. Specifies the owner of an automated driving system is the operator of the vehicle. Allows an automated vehicle to operate regardless of whether a human operator is present.
<b>Virginia</b>	<a href="#"><u>HB 454</u></a> (2016)	Allows the viewing of a visual display while a vehicle is being operated autonomously.
<b>Vermont</b>	<a href="#"><u>HB 494</u></a> (2017)	Requires the department of transportation to convene a meeting of stakeholders with expertise related to automated vehicles.

<b>Washington, D.C.</b>	<a href="#">DC B 19-0931</a> (2012)	Defines "autonomous vehicle". Requires a human driver. Restricts conversion to recent vehicles, and addresses the liability of the original manufacturer of a converted vehicle.
<b>Washington, D.C.</b>	<a href="#">DC B22-0901</a> (2018)	Requires the District Department of Transportation to evaluate and make recommendations regarding the effects of autonomous vehicles on the District by July 2019.
<b>Wisconsin</b>	<a href="#">SB 695</a> (2018)	Defines "platoon". Creates an exception for maintaining not less than 500 feet behind the vehicle immediately preceding.

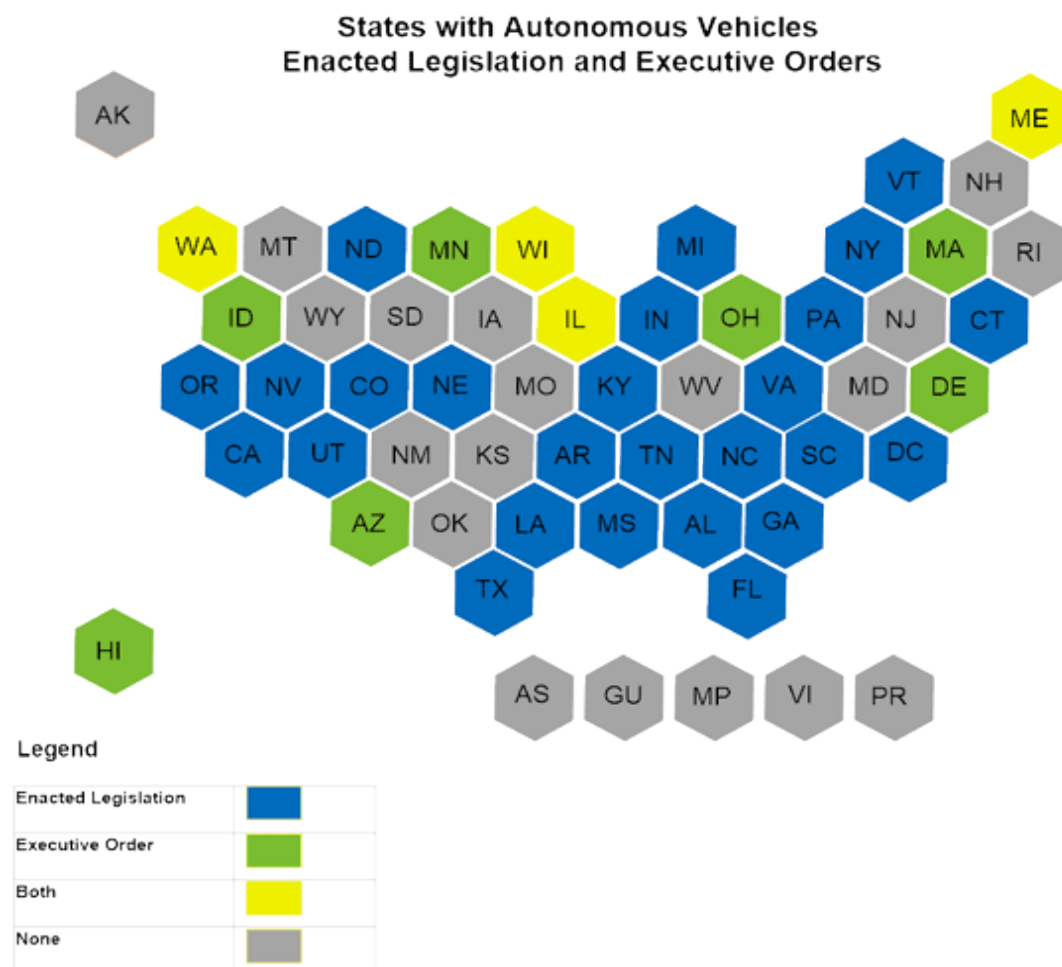
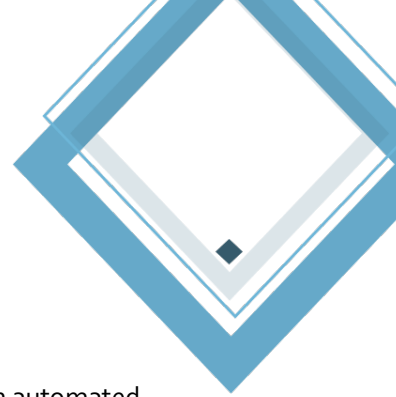


Figure 1: National Conference of State Legislatures

September 2019

Transportation Interim Committee

Sonja Nowakowski



## Additional Resources

AAA also provided some additional links for more information.

- National Highway Transportation Safety Administration's most recent guidance on automated driving systems:

[https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/13069a-ads2.0\\_090617\\_v9a\\_tag.pdf](https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/13069a-ads2.0_090617_v9a_tag.pdf)

- AAA's publication *ADVANCED DRIVER ASSISTANCE TECHNOLOGY NAMES: AAA's recommendation for common naming of advanced safety systems*

<https://www.aaa.com/AAA/common/AAR/files/ADAS-Technology-Names-Research-Report.pdf>

- The Society of Automotive Engineers background information. For the document below, users must set up a username and password. After signing up, the document is of no charge.

[J3016: Taxonomy And Definitions For Terms Related To Driving Automation Systems For On-Road Motor Vehicles](#)

- The National Conference of State Legislatures has compiled a comprehensive list of automated driving system laws enacted around the country. The organization also maintains a real-time database that covers legislation introduced in the 50 states and District of Columbia.

<http://www.ncsl.org/research/transportation/autonomous-vehicles-legislative-database.aspx>

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