



Autonomous Vehicle Information Sharing Group Analysis of Laws Enacted in Jurisdictions

	California	District of Columbia	Florida	Georgia	Nevada	Michigan
1. Statutes, regulations	Cal. Veh. Code Div. 16.6 (§ 38750 <i>et seq.</i>); Title 13, California Code of Regulations, Div. 1, Chapter 1, §227.00 <i>et seq.</i> (Testing on Public Roads); public deployment regulations under development	D.C. Code Tit. 50, Ch. 23A (§ 2351 <i>et seq.</i>); implementing rules currently being developed.	Fla. Stat. §§ 316.003, 316.85, 319.145; additional rules not codified but set forth in legislation as enacted (Ch. 2012-174, Laws of Fla.).		Nev. Rev. Stat. Title 43, Ch. 482A (§ 482A.010 <i>et seq.</i>); Nev. Admin. Code Ch. 482A (§ 482A.010 <i>et seq.</i>).	Michigan Vehicle Code - Chapter 257, Sec: 2b, 35a, 36, 244, 602b, 663, 665, 666, and 817 (companion legislation to address liability , Public Act 251 of 2013 – Insurance Code - MCL 600.2949b)
2. Summary	Authorizes the operation of an autonomous vehicle on public roads for testing purposes if specified requirements are met. Otherwise prohibits the operation of such a vehicle on public roads until the manufacturer has certified by application to the department that the autonomous technology satisfies certain requirements, and the application has been approved.	Authorizes autonomous vehicles to operate on District roadways, requires the Department of Motor Vehicles to create an autonomous vehicle designation, and establishes safe operating protocols for autonomous vehicles.	Encourages the safe development, testing, and operation of motor vehicles with autonomous technology on the public roads of the state.		Authorizes testing and operation of autonomous vehicles on public roads, subject to specific requirements. Authorizes the public to register an autonomous vehicle on the roads and highways.	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 SOS to submit report by February 1, 2016.

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3. Definitions	<p>“Autonomous vehicles,” means a vehicle equipped with autonomous technology that has been integrated into the vehicle. “Autonomous technology” is defined as technology that is able to drive a vehicle without the active physical control or monitoring of a human operator.</p> <p>Autonomous vehicles do not include vehicles that are equipped with one or more collision avoidance systems, such as electronic blind spot assistance, automated emergency braking systems, park assist, adaptive cruise control, lane keep assist, lane departure warning, and traffic jam and queuing assist.</p> <p>The law expressly applies equally to vehicles originally equipped with autonomous technology and to vehicles subsequently equipped with it.</p>	<p>“Autonomous vehicle” means a vehicle capable of navigating District roadways and interpreting traffic-control devices without a driver actively operating any of the vehicle’s control systems.</p> <p>The term “autonomous vehicle” excludes a motor vehicle enabled with active safety systems or driver- assistance systems, including systems to provide electronic blind-spot assistance, crash avoidance, emergency braking, parking assistance, adaptive cruise control, lane-keep assistance, lane-departure warning, or traffic jam and queuing assistance, unless the system alone or in combination with other systems enables the vehicle on which the technology is installed to drive without active control or monitoring by a human operator.</p>	<p>“Autonomous vehicles,” means vehicle equipped with autonomous technology. “Autonomous technology” is defined as technology installed on a motor vehicle that is able to drive the vehicle on which the technology is installed without the active control or monitoring by a human operator.</p> <p>The term “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.</p>		<p>“Autonomous vehicle” means a motor vehicle that is equipped with autonomous technology.</p> <p>“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 human operator.</p>	<p>“Automated motor vehicle” means a motor vehicle on which automated technology has been installed, either by a manufacturer of automated technology or an up-fitter 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.</p> <p>“Automated technology” means technology installed on a motor vehicle that has the capability to assist, make decisions for, or replace an operator. “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.</p>



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					<p>“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.</p> <p>“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.</p>

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4. Road restrictions	<p>None specified in statute. However, the department may adopt safety regulations regarding the aggregate number of deployments of autonomous vehicles on public roads.</p>	<p>None specified in statute. However, implementing rules will establish “a class of vehicles for autonomous vehicles and procedures and fees for the registration, titling, and issuance of permits to operate autonomous vehicles.”</p>	<p>None specified in statute.</p>	<p>(Testing) Manufacturers, software developers and others interested in testing their vehicles in Nevada must submit an application to the Department along with proof that one or more of the autonomous vehicles have been driven for a combined minimum of at least 10,000 miles, a complete description of the autonomous technology, a detailed safety plan, and a plan for hiring and training test drivers. Additional requirements and information are detailed in the application packet. Once an application is approved, the DMV will issue a testing license along with sets of red license plates for the vehicles. http://www.dmvnv.com/autonomous.htm A licensee may submit a request to the Department to add one or more geographic locations where the licensee may test autonomous vehicles after a certificate is issued. To obtain approval for an additional geographic location, the licensee must establish to the satisfaction of the Department that the autonomous vehicles of the licensee are capable of being driven in the conditions of the proposed geographic location in compliance with the traffic laws and other laws applicable to drivers and motor vehicles. If the Department approves an additional geographic location where a licensee may test autonomous vehicles, the Department will issue a new certificate to the licensee indicating the</p>	<p><i>None specified in statute.</i></p>



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				<p>geographic locations where the licensee is authorized to test its autonomous vehicles.</p> <p>A testing licensee must ensure that the certificate provided by the Department which identifies the geographic locations where the licensee may test autonomous vehicles is carried in the autonomous vehicle at all times that it is being tested. Upon demand of a peace officer, the operator of an autonomous vehicle of a licensee that is being tested must surrender the certificate to the officer.</p>	

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5. Titling requirements	Regulations prohibit the transfer or sale of test vehicles, except: to another manufacturer, an auto dismantler, or and educational institution or museum. None specified in statute.	None specified in statute. However, implementing rules will establish “a class” of vehicles for autonomous vehicles and procedures and fees for the registration, titling, and issuance of permits to operate autonomous vehicles.”	None specified in statute. Departmental procedure established. (Attached)		None specified in statute or regulations. The process of titling an autonomous vehicle is the same as for any other vehicle. Nothing on the title identifies the vehicle as autonomous.	None specified in statute.
6. Registration requirements	None specified in statute. However, the department may adopt safety regulations setting forth special rules for the registration of autonomous vehicles. Regulations prohibit operation on public roads for testing unless the vehicle has been identified in the manufacturer’s application for a permit to test (Title 13, C.C.R. §227.16).	None specified in statute. However, implementing rules will establish “a class” of vehicles for autonomous vehicles and procedures and fees for the registration, titling, and issuance of permits to operate autonomous vehicles.”	None specified in statute. Departmental procedure established. (Attached)		Testing Companies. The following rules apply to a licensee to test an autonomous vehicle: 1. The licensee must apply for a set of temporary license plates for each autonomous vehicle that will be tested. 2. The set of temporary license plates is valid only until the date of the expiration of the license of the licensee and may be renewed in the same manner as the initial application for the temporary license plates. 3. A licensee is not required to: (a) Register an autonomous vehicle if the vehicle is used only for testing; or (b) Pay any other fees set forth in chapter 482 of NRS, except that the licensee must pay the fee set forth in NRS 482.268.	Registration of the vehicle is tied to the owner (autonomous manufacturer) not the VIN. In Michigan, proof of no fault insurance is required to obtain registration and license plates.
7. License plate requirements	None specified in statute.	None specified in statute.	None specified in statute.		Upon registering an autonomous vehicle, the Department issues license plates to the owner indicating that the vehicle is an autonomous vehicle.	Must display a special plate approved by the secretary of state.

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8. Other vehicle requirements	<p>For a vehicle to be operated other than in a testing situation, the manufacturer must certify that it has tested the vehicle on public roads, and that it will meet the \$5 million insurance requirement described below.</p> <p>In addition, the manufacturer must certify to the following:</p> <p>(1) The autonomous vehicle has a mechanism to engage and disengage the autonomous technology that is easily accessible to the operator.</p> <p>(2) The autonomous vehicle has a visual indicator inside the cabin to indicate when the autonomous technology is engaged.</p> <p>(3) The autonomous vehicle has a system to safely alert the operator if an autonomous technology failure is detected while the autonomous technology is engaged, and when an alert is given, the system shall do either of the following:</p> <p>(a) Require the operator to take control of the autonomous vehicle.</p> <p>(b) If the operator does not or is unable to take control of the autonomous vehicle, the autonomous vehicle shall be capable of coming to a complete stop.</p>	<p>An autonomous vehicle may operate on a public roadway, provided that the vehicle:</p> <p>(1) Has a manual override feature that allows a driver to assume control of the autonomous vehicle at any time;</p> <p>(2) Has a driver seated in the control seat of the vehicle while in operation and who is prepared to take control of the autonomous vehicle at any moment; and</p> <p>(3) Is capable of operating in compliance with the District’s applicable traffic laws and motor vehicle laws and traffic control devices.</p>	<p>An autonomous vehicle registered in Florida must meet federal standards and regulations for a motor vehicle. The vehicle shall:</p> <p>(1) Have a means to engage and disengage the autonomous technology which is easily accessible to the operator.</p> <p>(2) Have a means, inside the vehicle, to visually indicate when the vehicle is operating in autonomous mode.</p> <p>(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.</p> <p>(4) Be capable of being operated in compliance with the applicable traffic and motor vehicle laws of Florida.</p> <p>Federal regulations promulgated by the National Highway Traffic Safety Administration shall supersede this statute when found to be in conflict.</p>		<p>A person may apply for a 1-year (renewable) license to test the autonomous technology installed on an autonomous vehicle. The applicant affirms that the autonomous vehicle:</p> <p>(1) Is safe to operate on the highways.</p> <p>(2) 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 must be captured and stored in a read-only format by the mechanism so that the data is retained until extracted from the mechanism by an external device capable of downloading and storing the data. Such data must be preserved for 3 years after the date of the collision. The provisions of this paragraph do not authorize or require the modification of any other mechanism to record data that is installed on the autonomous vehicle in compliance with federal law.</p> <p>(3) Has a switch to engage and disengage the autonomous 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 vehicle.</p> <p>(4) Has a system to safely alert the operator of the autonomous vehicle to take control of the</p>	<p>The autonomous vehicle must be operated by an employee, contractor, or designee of the manufacturer of the technology.</p> <p>A person must physically be present in the vehicle to ensure the technology is operating properly and, in case of a failure, take over the operation of the vehicle</p> <p>The operator who turns on the “automated” technology and the person present in the vehicle (if different) must both properly licensed to operate a vehicle in the state (not suspended, revoked or denied under state law).</p>



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<p>(4) The autonomous vehicle shall allow the operator to take control in multiple manners, including, without limitation, through the use of the brake, the accelerator pedal, or the steering wheel, and it shall alert the operator that the autonomous technology has been disengaged.</p> <p>(5) The autonomous vehicle's autonomous technology meets Federal Motor Vehicle Safety Standards for the vehicle's model year and all other applicable safety standards and performance requirements set forth in state and federal law and regulations.</p> <p>(6) The autonomous technology does not make inoperative any Federal Motor Vehicle Safety Standards for the vehicle's model year and all other applicable safety standards and performance requirements set forth in state and federal law and regulations.</p> <p>(7) 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</p>				<p>autonomous vehicle if a technology failure is detected.</p> <p>(5) Is equipped with autonomous technology which does not adversely affect any other safety features of the vehicle which are subject to federal regulation.</p> <p>(Public Registration of an Autonomous Vehicle)</p> <p>Registered Owner</p> <p>Before an autonomous vehicle may be registered, the owner must submit to the Department a copy of a certificate of compliance issued by the manufacturer of the vehicle or by a licensed autonomous technology certification facility. Below are the certificate requirements for a dealer, manufacturer, or autonomous certification facility.</p> <p>Dealer, Manufacturer, or autonomous certification facility.</p> <p>Before an autonomous vehicle may be offered for sale by a licensed vehicle dealer, a certificate of compliance must be issued for the autonomous technology installed on the autonomous vehicle by:</p> <p>(a) The manufacturer of the autonomous vehicle; or</p> <p>(b) An autonomous technology certification facility that is licensed under Nevada law.</p> <p>The certificate of compliance must certify that the autonomous technology installed on the autonomous vehicle:</p>	



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				<p>(a) 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 must be captured and stored in a read-only format by the mechanism so that the data is retained until extracted from the mechanism by an external device capable of downloading and storing the data. Such data must be preserved for 3 years after the date of the collision. The provisions of this paragraph do not authorize or require the modification of any other mechanism to record data that is installed on the autonomous vehicle in compliance with federal law.</p> <p>(b) Has a switch to engage and disengage the autonomous 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 vehicle.</p> <p>(c) Has a visual indicator inside the autonomous vehicle which indicates when the autonomous vehicle is engaged in autonomous mode.</p> <p>(d) Has a system to safely alert the operator of the autonomous vehicle if a technology failure is detected while the autonomous vehicle is engaged in autonomous mode, and when such an alert is given, either:</p>	



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				<p>(1) Requires the operator to take control of the autonomous vehicle; or</p> <p>(2) If the operator is unable to take control of or is not physically present in the autonomous vehicle, is equipped with technology to cause the autonomous vehicle to safely move out of traffic and come to a stop. Nothing in this subparagraph shall be construed to authorize or require the modification of a system installed in compliance with the Federal Motor Vehicle Safety Standards and Regulations unless the modification can be performed without adversely affecting the autonomous vehicle's compliance with the federal standards and regulations.</p> <p>(e) Does not adversely affect any other safety features of the autonomous vehicle which are subject to federal regulation.</p> <p>(f) Is capable of being operated in compliance with the applicable traffic laws of this State and must indicate whether the autonomous vehicle may be operated with or without the physical presence of an operator.</p> <p>(g) If it is necessary for the operator of the autonomous vehicle to be physically present in the autonomous vehicle when it is engaged, allows the operator to take control of the autonomous vehicle in multiple manners, including, without limitation, through the use of the brake, the accelerator pedal and the steering wheel and alerts the operator that the autonomous mode has been disengaged.</p> <p>In addition, the certificate of compliance must certify that an owner's manual has been prepared</p>	



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				for the autonomous vehicle which describes any limitations and capabilities of the autonomous vehicle, including, without limitation, whether the operator of the autonomous vehicle must be physically present in the autonomous vehicle while the vehicle is engaged in autonomous mode. A licensed vehicle dealer or a licensed autonomous technology certification facility shall ensure that a copy of such a manual is provided to the purchaser of an autonomous vehicle.	

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<p>9. Driver/operator requirements</p> <p>An “operator” of an autonomous vehicle is defined as the person who is seated in the driver’s seat or, if there is no person in the driver’s seat, who causes the autonomous technology to engage.</p> <p>The department may issue safety regulations that impose new license requirements for operators of autonomous vehicles, and rules for revocation, suspension, or denial of a license.</p> <p>Additional requirements that apply to testing of an autonomous vehicle:</p> <p>(1) The driver must be properly licensed for the class of vehicle.</p> <p>(2) The autonomous vehicle must be operated solely by employees, contractors, or other persons designated by the manufacturer of the autonomous technology.</p> <p>(3) The driver must be seated in the driver’s seat, monitoring the safe operation of the autonomous vehicle, and capable of taking over immediate manual control of the autonomous vehicle in the event of an autonomous technology failure or other emergency.</p>	<p>Operation of autonomous vehicle without a driver is not permitted. “Driver” is defined as a human operator of a motor vehicle with a valid driver’s license.</p>	<p>A valid driver’s license is required to operate an autonomous vehicle in autonomous mode.</p> <p>A person is deemed to be the operator of an autonomous vehicle operating in autonomous mode when the person causes the vehicle’s autonomous technology to engage, regardless of whether the person is physically present in the vehicle while the vehicle is operating in autonomous mode.</p> <p>Additional requirements that apply to the testing of an autonomous vehicle:</p> <p>Vehicles equipped with autonomous technology may be operated by employees, contractors, or other persons designated by manufacturers of autonomous technology for the purpose of testing the technology.</p> <p>For testing purposes, a human operator shall be present in the autonomous vehicle such that he or she has the ability to monitor the vehicle’s performance and intervene, if necessary, unless the vehicle is being tested or demonstrated on a closed course.</p>		<p>(Public Operators)</p> <p>Regulations require a driver’s license endorsement for the operation of an autonomous vehicle on the highways of this State. The driver’s license endorsement recognizes, in its restrictions or lack thereof, that a person is not required to actively drive an autonomous vehicle. The application for a driver’s license endorsement to operate an autonomous vehicle in autonomous mode requires the applicant to acknowledge that the operator is subject at all times to the traffic laws and other laws applicable to drivers and motor vehicles.</p> <p>An autonomous vehicle that has been registered in Nevada may be operated in autonomous mode only if a certificate of compliance has been issued for the autonomous vehicle. If the certificate of compliance certifies that the autonomous vehicle is capable of being operated in autonomous mode without the physical presence of the operator in the vehicle, the person may operate the vehicle without being physically present in the autonomous vehicle.</p> <p>(Testing Autonomous Vehicles – Operators)</p> <p>Those licensed to test autonomous vehicles must meet the following requirements:</p> <p>1. Unless otherwise approved in advance by the Department, 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 highway, one of whom is the operator and must at all times be seated in a position which allows the person to</p>	<p>“Operator” means a person, other than a chauffeur, who does either of the following:</p> <p>(a) Operates a motor vehicle upon a highway or street.</p> <p>(b) Operates an automated motor vehicle upon a highway or street.</p> <p>“Operate” or “operating” means 1 or more of the following:</p> <p>(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.</p> <p>(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. A manufacturer of automated technology shall ensure that all of the following circumstances exist when researching or testing the operation of an automated motor vehicle or any automated technology installed in a motor vehicle upon a highway or street:</p>



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				<p>take complete control of the vehicle, including, without limitation, control of the steering, throttle and brakes.</p> <p>2. The two persons who are required to be physically present in an autonomous vehicle while it is tested on a highway in this State:</p> <p>(a) Must each hold a valid driver's license that has been issued in the state in which the person resides, but are not required to have a driver's license endorsement to operate the autonomous vehicle;</p> <p>(b) Must be trained in the operation of the autonomous vehicle and have received instruction concerning the capabilities and limitations of the autonomous vehicle; and</p> <p>(c) Shall each actively monitor for any aberration in the functioning of the autonomous vehicle while it is engaged.</p>	<p>(a) The vehicle is operated only by an employee, contractor, or other person designated or otherwise authorized by that manufacturer of automated technology.</p> <p>(b) An individual is present in the vehicle while it is being operated on a highway or street of this state and that individual has the ability to monitor the vehicle's performance and, if necessary, immediately take control of the vehicle's movements.</p> <p>(c) The individual operating the vehicle under subdivision (a) and the individual who is present in the vehicle for purposes of subdivision (b) are licensed to operate a motor vehicle in the United States.</p>

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10. Insurance requirements	Prior to testing, and as part of certifying its vehicles for operation other than in testing, the manufacturer must obtain insurance, a surety bond, or proof of self-insurance in the amount of \$5 million. (Title 13 C.C.R. § 227.04)	Not specified in statute.	Prior to the start of testing, 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.		A person who submits an application to register an autonomous vehicle must submit proof that the person has obtained the insurance coverage required pursuant to NRS 485.185, and not an operator's policy of liability insurance pursuant to NRS 485.186. An application to test autonomous vehicles must be accompanied by a surety bond or deposit of cash in lieu of the bond in the amount of \$5,000,000.	Before beginning research or testing of an automated motor vehicle or any automated technology installed in a motor vehicle, the manufacturer of automated technology performing that research or testing shall submit proof satisfactory to the secretary of state that the vehicle is insured under chapter 31 of the insurance code of 1956, 1956 PA 218, MCL 500.3101 to 500.3179.
11. Regulatory Reporting Requirements	Title 13 C.C.R. § 227.46 requires annual reports of disengagements of the AV mode caused by failure of the autonomous technology. Title 13 C.C.R. § 227.464 requires reporting of accidents originating from the autonomous technology to the department within 10 days.				Testing Vehicle Report Requirements: A licensee to test an autonomous vehicle shall submit a report to the Department within 10 business days after an autonomous vehicle of the licensee that is being tested is involved in an accident during the course of testing or after an operator of such autonomous vehicle is issued a citation for any violation of the traffic laws or other laws applicable to drivers and motor vehicles during the course of testing. The report must include a copy of any accident report prepared regarding an accident and any citation issued to the operator or licensee and such additional information as may be required by the Department.	<i>None specified in statute.</i>
12. Liability	Not specified in statute.	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,	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		Public Driver: (“Operator” defined in NAC 482a.020) “...a person shall be deemed the operator of an autonomous vehicle which is operated in autonomous mode when the person causes the autonomous vehicle to engage, regardless of	Sec. 817. 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 or an automated motor vehicle, or to any automated technology, as provided in section 2949b.

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		<p>or by equipment installed by the converter, unless the alleged defect was present in the vehicle as originally manufactured.</p> <p>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.</p>	<p>vehicle defect caused by the conversion of the vehicle, or by equipment installed by the converter, unless the alleged defect was present in the vehicle as originally manufactured.</p>	<p>whether the person is physically present in the vehicle while it is engaged.”</p> <p>Test Driver: (“Licensee” defined in NAC 482a.100) “...“licensee” means a person who is licensed to test autonomous vehicles on the highways of this State.”</p> <p>Grounds for disciplinary action for a licensee can result in a suspension, revocation, or refusal to renew their testing license. (see NAC 482A.150)</p> <p>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.”</p>	<p>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:</p> <p>(a) The conversion or attempted conversion of the vehicle into an automated motor vehicle by another person.</p> <p>(b) The installation of equipment in the vehicle by another person to convert it into an automated motor vehicle.</p> <p>(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.</p> <p>(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.</p>



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					(3) Sections 2945 to 2949a do not apply in a product liability action to the extent that they are inconsistent with this section.
13. Penalties/enforcement	Not specified in statute.	Not specified in statute.	Not specified in statute.	<p>Public Driver: For the purpose of enforcing the traffic laws and other laws applicable to drivers and motor vehicles, the operator of an autonomous vehicle that is operated 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.</p> <p>Test Driver: A licensee to test an autonomous vehicle shall submit a report to the Department within 10 business days after an autonomous vehicle of the licensee that is being tested is involved in an accident during the course of testing or after an operator of such autonomous vehicle is issued a citation for any violation of the traffic laws or other laws applicable to drivers and motor vehicles during the course of testing. The report must include a copy of any accident report prepared regarding an accident and any citation issued to the operator or licensee and such additional information as may be required by the Department.</p> <p>The Department may suspend, revoke or refuse to renew a license to test autonomous vehicles, or may deny a license to an applicant therefore, upon any of the following grounds:</p> <p>(a) Conviction of the applicant or licensee of a crime which involves fraud, dishonesty or moral</p>	<p>Sec. 666. (1) A person who violates this division is responsible for a civil infraction and may be fined as provided in section 907.</p> <p>(2) This division does not prohibit a person from being charged with, convicted of or being found responsible for, ordered to pay a fine or costs, or punished for any other violation of law arising out of the same transaction as the violation of this division.</p>



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				<p>turpitude, or which the Department determines is related to the license in question.</p> <p>(b) Willful failure of the applicant or licensee to comply with any of the provisions of chapter 482A of NRS, any of the traffic laws of this State and any regulations adopted pursuant thereto.</p> <p>(c) Any material misstatement on the application for the issuance or renewal of a license.</p> <p>(d) Failure or refusal of the applicant or licensee to pay or otherwise discharge any final judgment against the licensee arising out of the operation of the business of the licensee.</p> <p>(e) If the Department has reasonable cause to believe that any model of autonomous vehicle or artificial intelligence and technology used in an autonomous vehicle of the licensee presents an unsafe condition for operation on the highways.</p> <p>The Department may refuse to review a subsequent application for a license to test autonomous vehicles that is submitted by a person who has violated the Nevada motor vehicle code.</p>	

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14. Other	<p>Legislation included the following declaration: “The State of California, which presently does not prohibit or specifically regulate the operation of autonomous vehicles, desires to encourage the current and future development, testing, and operation of autonomous vehicles on the public roads of the state. The state seeks to avoid interrupting these activities while at the same time creating appropriate rules intended to ensure that the testing and operation of autonomous vehicles in the state are conducted in a safe manner.”</p> <p>13 C.C.R. §227.52 prohibits the testing of commercial vehicles on public roads.</p>	<p>“The Legislature finds that the state does not prohibit or specifically regulate the testing or operation of autonomous technology in motor vehicles on public roads.”</p> <p>By February 12, 2014, the department must submit a report to the legislature recommending additional legislative or regulatory action that may be required for the safe testing and operation of motor vehicles equipped with autonomous technology.</p>		<p>Test Vehicles: An applicant to operate a business to test autonomous vehicles must:</p> <p>(a) Submit proof to the Department that each autonomous vehicle which will be tested in is covered by insurance in an amount that meets or exceeds the minimum requirements for a vehicle registered in this State as set forth in NRS 485.185, and not an operator’s policy of liability insurance as described in NRS 485.186.</p> <p>(b) Submit with the application proof satisfactory to the Department that one or more of the autonomous vehicles of the applicant has been driven by the applicant for a combined minimum of not less than 10,000 miles in autonomous mode. The applicant must further provide proof that such autonomous vehicle or vehicles of the applicant have been driven in various conditions for a number of miles that demonstrates the safety of the vehicle or vehicles in those conditions. Such conditions include, without limitation, operating the autonomous vehicle in various weather conditions, on various types of roads and during various times of the day and night.</p> <p>(c) Demonstrate the artificial intelligence and technology used in its autonomous vehicles to the Department for approval.</p> <p>(d) Submit the proposed geographic locations where the applicant wishes to test the autonomous vehicles. The applicant must establish to the satisfaction of the Department that the autonomous vehicles of the applicant are capable of</p>	<p>Individuals that are permitted to operate or program the operation of an automated motor vehicle while testing the automated motor vehicle are exempt from the handheld wireless devices law. (ref to Sec 602b(4)(e))</p>



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				<p>being driven in the conditions of the proposed geographic locations in compliance with the traffic laws and other laws applicable to drivers and motor vehicles.</p> <p>Autonomous Technology Certification Facility – (NOTE: when autonomous vehicles are available to the public)</p> <p>There are also rules for licensure to operate an autonomous technology certification facility.</p> <p>Per NAC 482A.210:</p> <ol style="list-style-type: none"> 1. A person may apply for a license to operate an autonomous technology certification facility by submitting an application to the Department on a form provided by the Department. 2. The form provided by the Department must require the applicant to submit such proof as the Department deems necessary or appropriate to demonstrate that the applicant possesses the necessary knowledge and expertise to certify the safety of autonomous vehicles, including, without limitation, whether the autonomous vehicles meet the requirements for the issuance of a certificate of compliance set forth in NAC 482A.190. 3. An application for a license to operate an autonomous technology certification facility submitted pursuant to this section must be accompanied by: <ol style="list-style-type: none"> (a) A nonrefundable fee of \$300; and (b) A surety bond or deposit of cash in lieu of the bond in the amount of \$500,000. 4. The applicant must identify on the application the location of the facility of the applicant. 	



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				<p>5. The Department may require the applicant to allow the Department to inspect the autonomous technology certification facility before approving a license to operate the facility. During such an inspection, the Department may require the applicant to demonstrate the manner in which autonomous vehicles will be certified at the facility. Upon approval of an application for the issuance or renewal of a license to operate an autonomous technology certification facility, the Department will issue a license to the operator of the facility.</p>	



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15. Study Committees Established			<p>House Resolution 1265 creates a House Study Committee on Autonomous Vehicle Technology. The committee's directive is to: "Review the implementation of autonomous vehicle technology and determine how this technology could promote research and development in the field of technology in Georgia, identify and examine any complications or liabilities which could arise by allowing such technology, and study the measures necessary in order for the state to implement autonomous vehicle technology on Georgia roads."</p> <p>A copy of the resolution can be found at: http://www.legis.ga.gov/Legislation/20132014/143821.pdf</p>		<p>No later than February 1, 2016, the state transportation department in consultation with the secretary of state and experts from various sizes of automobile manufacturing and automated technology manufacturing industries shall submit a report to the senate standing committees on transportation and economic development and to the house of representatives standing committees on transportation and commerce recommending any additional legislative or regulatory action that may be necessary for the continued safe testing of automated motor vehicles and automated technology installed in motor vehicles.</p>