Proposed Model Legislation
Coalition’s Approach to State Legislation

• Support state efforts to facilitate AV testing and deployment
• Majority of states already have existing statutory and regulatory motor vehicle frameworks that permit AV testing and deployment
• Coalition seeks to be a resource for state regulators and lawmakers
Model Legislation

The Self-Driving Coalition for Safer Street’s model legislation would

• provide for the deployment of SAE Level 4/5 AV technology in a way that would promote safety while allowing innovation to flourish,
• promote competition, and
• avoid needless restrictions on AV technology.
Model Legislation

The model legislation addresses key issues including:

- Safety
- Insurance
- Accident reporting
- Registration and titling
Definitions

**AUTOMATED DRIVING SYSTEM.** The hardware and software that are collectively capable of performing the entire dynamic driving task on a sustained basis, regardless of whether it is limited to a specific operational design domain.

**DYNAMIC DRIVING TASK (DDT).** All of the real-time operational and tactical functions, as further defined in SAE J3016, required to operate a vehicle in on-road traffic, excluding the strategic functions such as trip scheduling and selection of destinations and waypoints.

**FULLY AUTONOMOUS VEHICLE.** A vehicle equipped with an automated driving system designed to function without a human driver as a level 4 or 5 system under SAE J3016.

**MINIMAL RISK CONDITION.** A low-risk operating mode in which a fully autonomous vehicle operating without a human driver achieves a reasonably safe state, such as bringing the vehicle to a complete stop, upon experiencing a failure of the vehicle’s automated driving system that renders the vehicle unable to perform the entire dynamic driving task.
Definitions

ON-DEMAND AUTONOMOUS VEHICLE NETWORK. A passenger transportation network that uses a software application or other digital means to connect passengers to fully autonomous vehicles for transportation, including for-hire transportation and transportation for compensation.

OPERATIONAL DESIGN DOMAIN (ODD). A description of the specific operating domain(s) in which an automated driving system is designed to properly operate, including but not limited to roadway types, speed range, environmental conditions (weather, daytime/nighttime, etc.), and other domain constraints.

Section 2 would authorize the operation of AV technology without a human driver in vehicles designed for such operation, subject to conditions related to safety, including that the AV be capable of operating in compliance with applicable traffic and motor vehicle safety laws, as well as with the FMVSS.

SECTION 2. Operation of Fully Autonomous Vehicles Without a Human Driver

A person [as defined in (INSERT cross-reference to state definition if appropriate)] may operate a fully autonomous vehicle on the public roads of this state without a human driver provided that the vehicle meets the following conditions:

(1) if a failure of the automated driving system occurs that renders that system unable to perform the entire dynamic driving task relevant to its intended operational design domain, the vehicle will achieve a minimal risk condition;

(2) the fully autonomous vehicle is capable of operating in compliance with the applicable traffic and motor vehicle safety laws and regulations of this state when reasonable to do so, unless an exemption has been granted by [RELEVANT AGENCY]; and

(3) the vehicle bears the required manufacturer’s certification label indicating that at the time of its manufacture it has been certified to be in compliance with all applicable Federal Motor Vehicle Safety Standards.
Insurance

Section 3 would require the submission of proof of insurance in compliance with state law as a precondition to the operation of AV technology.
Accident Reporting

Section 4 would require the submission of accident and collision reports.

SECTION 4. Reporting of accidents.

Any person who operates a fully autonomous vehicle without a human driver on public roads in this state shall report any accidents or collisions in accordance with laws of this state that apply to operators of any other type of motor vehicles.
On-Demand AV Networks

Section 5 would authorize the operation of on-demand AV networks, including for ride-sharing purposes.

SECTION 5. On-demand autonomous vehicle network.

Notwithstanding any other provision of state or local law, a person may operate an on-demand autonomous vehicle network. Such a network may provide transportation for multiple passengers who agree to share the ride in whole or in part. An on-demand autonomous vehicle network may connect passengers to fully autonomous vehicles either (i) exclusively or (ii) as part of a digital network that also connects passengers to human drivers who provide transportation services, consistent with applicable law, in vehicles that are not fully autonomous.
Registration and Titling

Section 6 would require the submission of proper registration and titling for AVs in accordance with state law, as a condition of AV technology deployment.

SECTION 6. Registration and title.

(a) A fully autonomous vehicle shall be properly registered in accordance with [INSERT cross-reference to background law re: vehicle registration]. If a fully autonomous vehicle is registered in this state, the vehicle shall be identified on the registration as a fully autonomous vehicle.

(b) A fully autonomous vehicle shall be properly titled in accordance with [INSERT cross-reference to background law re: vehicle titles]. If a fully autonomous vehicle is titled in this state, the vehicle shall be identified on the title as a fully autonomous vehicle.
Controlling Authority

Section 7 would ensure that authority over AVs is vested in a single state agency to ensure that AVs are subject to a uniform regulatory framework across the state.

SECTION 7. Controlling Authority.

(a) Unless otherwise provided in this chapter and notwithstanding any other provision of law, fully autonomous vehicles and automated driving systems are governed exclusively by this [Act]. [RELEVANT AGENCY] is the sole and exclusive state agency that may implement the provisions of this [Act].
Rule of Construction

Section 8 would ensure that the state code consistently allows for operation of AVs and to help spare the state the burden of a line-by-line statutory review and update.

SECTION 8. Rule of Construction.

Subject to section 2, no motor vehicle laws of this State shall be construed as requiring a human driver to operate a fully autonomous vehicle that is being operated by an automated driving system, and the automated driving system of such fully autonomous vehicle, when engaged, shall be deemed to fulfill any physical acts required of a human driver.