

## **BILL ANALYSIS**

Senate Research Center  
85R12461 BEE-D

S.B. 2205  
By: Hancock  
Transportation  
4/13/2017  
As Filed

### **AUTHOR'S / SPONSOR'S STATEMENT OF INTENT**

S.B. 2205 seeks to implement minimum safety requirements before an Autonomous Vehicle (AV) may be deployed on a highway.

S.B. 2205 defines "automated driving system" as "technology installed on a motor vehicle that, when engaged, has the capability to operate the vehicle without need for supervision or control by a human operator, whether or not the operator is in the vehicle."

Prior to operating a motor vehicle in which an automated driving system (ADS) is engaged on a highway, multiple state agencies must be notified of the date and general geographic location where the research and testing will occur. S.B. 2205 also requires the vehicle to have insurance and proper signage notifying other drivers on the road that it is an automated test vehicle.

Before an ADS can be deployed without a human operator and with human passengers, it must certify to the National Highway Traffic Safety Administration (NHTSA) that the technology is capable of safe operation without a human operator in the vehicle.

Lastly, S.B. 2205 requires the operator to maintain records related to the safety and efficacy of the vehicle and provide periodic summaries to the Texas Department of Transportation and NHTSA.

As proposed, S.B. 2205 amends current law relating to the research and testing of motor vehicles with automated driving systems on highways in this state.

### **RULEMAKING AUTHORITY**

This bill does not expressly grant any additional rulemaking authority to a state officer, institution, or agency.

### **SECTION BY SECTION ANALYSIS**

SECTION 1. Amends Subchapter I, Chapter 545, Transportation Code, by adding Section 545.428, as follows:

Sec. 545.428. RESEARCH AND TESTING OF MOTOR VEHICLES WITH AUTOMATED DRIVING SYSTEMS. (a) Defines "automated driving system."

(b) Prohibits a person from operating a motor vehicle on which an automated driving system is engaged on a highway in this state unless:

(1) the person is the owner of the vehicle, and provides certain notice to the Texas Department of Public Safety, the Texas Department of Transportation (TxDOT), and the Texas Department of Motor Vehicles; and

(2) the vehicle is operated only for the purpose of research or testing, complies with all applicable federal motor vehicle safety standards, displays a sign on the rear of the vehicle that states certain information,

and is not operated with any occupants other than human operators in the vehicle.

(c) Authorizes a person, notwithstanding Subsection (b)(2)(D), to operate a vehicle on which an automated driving system is engaged:

(1) with a human operator and passengers in the vehicle if the person is satisfied that the person has collected sufficient data regarding the safe operation of the systems; and

(2) without a human operator in the vehicle if the person has certified to the National Highway Traffic Safety Administration (NHTSA) that the technology is capable of safe operation without a human operator in the vehicle.

(d) Requires the person operating the vehicle, for the duration of the research and testing of a motor vehicle on which an automated driving system is engaged, to maintain records related to the safety and efficacy of the vehicle, and to provide periodic summaries of the records to TxDOT and NHTSA.

(e) Provides that a person who operates a motor vehicle on which an automated driving system is installed is not liable for damage that arises from any modification made without the consent of the operator to the vehicle or the automated driving system.

(f) Prohibits a political subdivision of this state from imposing a fee, registration, franchise, or regulation on a motor vehicle on which an automated driving system is installed, or the operator of a motor vehicle on which an automated driving system is installed.

SECTION 2. Effective date: September 1, 2017.