The Committee on Infrastructure and Security (Cruz) recommended the following:

**Senate Amendment to Amendment (571094) (with title amendment)**

Delete lines 174 - 248 and insert:

(3)(a)(2) For purposes of this chapter, unless the context otherwise requires, the owner of the vehicle shall be 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 with the automated driving system engaged in autonomous mode.

(b) Unless otherwise provided by law, applicable traffic or motor vehicle laws of this state may not be construed to:

1. Prohibit the owner or remote operator from being deemed the operator of an autonomous vehicle operating with the automated driving system engaged.

2. Require a licensed human operator to operate a fully autonomous vehicle.

(4) The Florida Turnpike Enterprise may fund, construct, and operate test facilities for the advancement of autonomous and connected innovative transportation technology solutions for the purposes of improving safety and decreasing congestion for the traveling public and to otherwise advance the objectives of the Florida Turnpike Enterprise as set forth in the Florida Transportation Code.

(5) An on-demand autonomous vehicle network may operate pursuant to state laws governing the operation of transportation network companies and transportation network company vehicles as defined in s. 627.748, except that any provision of s. 627.748 which reasonably applies only to a human driver applies to the owner of a fully autonomous vehicle with the automated driving system engaged in an on-demand autonomous vehicle network.

(6)(a) The owner, manufacturer, and remote operator of the autonomous vehicle are liable for damages caused by any bodily injury, death, or property damage resulting from an accident involving the autonomous vehicle if, at the time of the accident, the autonomous vehicle was operating in autonomous mode and the automated driving system failed to perform like a
reasonably prudent human operator would under similar circumstances.

(b) The remedies provided in this section are in addition to any other remedies provided by law.

(7) The data captured and stored by an autonomous vehicle, including by its sensors, cameras, and similar recording devices, in the 5 minutes preceding a crash must be preserved for a period of 4 years following a collision with another vehicle, a person, or an object while the vehicle is operating in autonomous mode. The vehicle manufacturer or owner shall, within 30 days of a request, provide the preserved data relating to the vehicle’s performance, speed, braking, steering, maneuvers, and outside surroundings, including all data regarding the detection of other vehicles, pedestrians, wildlife, or other objects, to any law enforcement agency and any person, or the authorized representative of that person, who is alleged to have suffered bodily injury, death, or property damage as a result of such a collision. The manufacturer and owner may withhold the production of data collected from the vehicle’s occupant cabin from internal cameras or microphones which they, in good faith, believe to be protected by applicable privacy rights, but shall notify the requester in writing that information is being withheld on this basis when responding to the request. The manufacturer and owner must continue to preserve the withheld data for the required timeframe. This section does not abrogate or displace common law or federal law regarding the duty to preserve data or evidence relating to a motor vehicle crash or respond to properly served discovery requests or court orders.
(8) Each manufacturer of an autonomous vehicle is required to generate incident reports for any accident that may have caused bodily injury, death, or property damage, and which involved an autonomous vehicle operating in autonomous mode at the time of an accident. The manufacturer must provide the department with the incident report within 10 days after the accident. The report shall be in the form and format and contain any information required by the department.

Section 9. Section 319.145, Florida Statutes, is amended to read:

319.145 Autonomous vehicles.—
(1) An autonomous vehicle registered in this state must continue to meet all of the following requirements:
   (a) When required by federal law:
      1. Have been certified in accordance with federal regulations in 49 C.F.R. part 567 as being in compliance with applicable federal motor vehicle safety standards.
      2. Bear the required certification label or labels including reference to any exemption granted under applicable federal law.
      (b) Be capable of being operated in compliance with the applicable traffic and motor vehicle laws of this state, regardless of whether the vehicle is operating with the automated driving system engaged.
      (c) Have a means to clearly indicate, both to persons inside and outside of the vehicle, when the vehicle is operating in autonomous mode.
   (2) If the autonomous vehicle is not fully autonomous, applicable federal standards and regulations for such motor
vehicle. the vehicle must:
  (a) have a system to safely alert a licensed human the
operator physically present in the vehicle if an automated
driving system autonomous technology failure is detected while
the automated driving system autonomous technology is engaged.
When an alert is given, the system must:
  1. require the licensed human operator to take control of
the autonomous vehicle; or

=============== T I T L E A M E N D M E N T ================
And the title is amended as follows:
  Delete lines 252 - 278
and insert:
  Delete lines 6 - 26
and insert:
  F.S.; exempting a vehicle being operated with the
automated driving system engaged from a prohibition on
the active display of television or video; amending s.
316.305, F.S.; exempting a motor vehicle operator who
is operating an autonomous vehicle from a prohibition
on the use of wireless communications devices;
amending s. 316.85, F.S.; providing that a licensed
human operator is not required to operate a fully
autonomous vehicle; authorizing a fully autonomous
vehicle to operate in this state regardless of whether
a human operator is physically present in the vehicle;
requiring the owner of the vehicle to be deemed to be
the operator of an autonomous vehicle operating with
the automated driving system engaged; providing
construction; authorizing the Florida Turnpike Enterprise to fund, construct, and operate certain test facilities and undertake certain research and development projects; providing requirements for operation of on-demand autonomous vehicle networks; providing that the owner, manufacturer, and remote operator of the autonomous vehicle are liable for certain damages; providing for remedies; providing requirements for certain data captured and stored by an autonomous vehicle preceding a crash; requiring each manufacturer of an autonomous vehicle to generate incident reports for certain accidents and provide such reports to the Department of Highway Safety and Motor Vehicles within a specified timeframe; prohibiting a local