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

Senate Amendment (with title amendment)

Delete lines 41 - 228

and insert:

Section 1. Present subsections (48) through (86) of section 316.003, Florida Statutes, are redesignated as subsections (49) through (87), respectively, present subsections (87) through (101) of section 316.003, Florida Statutes, are redesignated as subsections (89) through (103), respectively, new subsections (48) and (88) are added to that section, and subsection (3) and
present subsection (59) of that section are amended, to read:

316.003 Definitions.—The following words and phrases, when used in this chapter, shall have the meanings respectively ascribed to them in this section, except where the context otherwise requires:

(3) AUTOMATED DRIVING SYSTEM AUTONOMOUS VEHICLE.—The hardware and software that are collectively capable of performing the entire dynamic driving task of an autonomous vehicle on a sustained basis, regardless of whether it is limited to a specific operational design domain. The term:

(a) “Autonomous vehicle” means any vehicle equipped with an automated driving system.

(b) “Dynamic driving task” means all of the real-time operational and tactical functions required to operate a vehicle in on-road traffic within its specific operational design domain, if any, excluding strategic functions such as trip scheduling and selection of destinations and waypoints.

(c) “Fully autonomous vehicle” means a vehicle equipped with an automated driving system designed to function without autonomous technology. The term “autonomous technology” means technology installed on a motor vehicle that has the capability to drive the vehicle on which the technology is installed without the active control or monitoring by a human operator. The term 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 active control or monitoring by a human operator.

(d) “Operational design domain” means a description of the
specific operating domain in which an automated driving system
is designed to properly operate, including, but not limited to,
roadway types, speed ranges, environmental conditions such as
weather and time of day, and other domain constraints.

(48) 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, exclusively or in addition to other vehicles, for
transportation, including for-hire transportation and
transportation for compensation.

(60) PRIVATE ROAD OR DRIVEWAY.—Except as otherwise
provided in paragraph (82)(b) (81)(b), any privately owned way
or place used for vehicular travel by the owner and those having
express or implied permission from the owner, but not by other
persons.

(88) TELEOPERATION SYSTEM.—The hardware and software
installed in a motor vehicle which allow a remote human operator
to supervise or perform aspects of, or the entirety of, the
dynamic driving task. The term “remote human operator” means a
natural person who is not physically present in a vehicle
equipped with an automated driving system who engages or
monitors the vehicle from a remote location. A remote human
operator may have the ability to perform aspects of, or the
entirety of, the dynamic driving task for the vehicle or cause
the vehicle to achieve a minimal risk condition.
Section 2. Subsection (5) is added to section 316.062, Florida Statutes, to read:

316.062 Duty to give information and render aid.—
(5) This section does not apply to a fully autonomous vehicle, operating with the automated driving system engaged, in the event of a crash involving the vehicle if the vehicle owner, or a person on behalf of the vehicle owner, promptly contacts a law enforcement agency to report the crash or if the fully autonomous vehicle has the capability of alerting a law enforcement agency to the crash.

Section 3. Subsection (4) is added to section 316.063, Florida Statutes, to read:

316.063 Duty upon damaging unattended vehicle or other property.—
(4) This section does not apply to a fully autonomous vehicle, operating with the automated driving system engaged, in the event of a crash involving the vehicle if the vehicle owner, or a person on behalf of the vehicle owner, promptly contacts a law enforcement agency to report the crash or if the fully autonomous vehicle has the capability of alerting a law enforcement agency to the crash.

Section 4. Subsection (5) is added to section 316.065, Florida Statutes, to read:

316.065 Crashes; reports; penalties.—
(5) Subsection (1) does not apply to a fully autonomous vehicle, operating with the automated driving system engaged, in the event of a crash involving the vehicle if the vehicle owner, or a person on behalf of the vehicle owner, promptly contacts a law enforcement agency to report the crash or if the fully autonomous vehicle has the capability of alerting a law enforcement agency to the crash.
autonomous vehicle has the capability of alerting a law enforcement agency to the crash.

Section 5. Subsection (3) is added to section 316.1975, Florida Statutes, to read:

316.1975 Unattended motor vehicle.—
(3) This section does not apply to a fully autonomous vehicle operating with the automated driving system engaged.

Section 6. Section 316.303, Florida Statutes, is amended to read:

316.303 Television receivers.—
(1) No motor vehicle may not be operated on the highways of this state if the vehicle is actively displaying moving television broadcast or pre-recorded video entertainment content that is visible from the driver’s seat while the vehicle is in motion, unless the vehicle is fully equipped with autonomous vehicle technology, as defined in s. 316.003(3), and is being operated with the automated driving system engaged in autonomous mode, as provided in s. 316.85(2).

(2) This section does not prohibit the use of television-type receiving equipment used exclusively for safety or law enforcement purposes, provided such use is approved by the department.

(3) This section does not prohibit the use of an electronic display used in conjunction with a vehicle navigation system; an electronic display used by an operator of an autonomous vehicle equipped with autonomous technology, as defined in s. 316.003(3); or an electronic display used by an operator of a vehicle equipped and operating with driver-assistive truck platooning technology, as defined in s. 316.003.
(4) A violation of this section is a noncriminal traffic infraction, punishable as a nonmoving violation as provided in chapter 318.

Section 7. Paragraph (b) of subsection (3) of section 316.305, Florida Statutes, is amended to read:

316.305 Wireless communications devices; prohibition.—
(3)
(b) Paragraph (a) does not apply to a motor vehicle operator who is:
1. Performing official duties as an operator of an authorized emergency vehicle as defined in s. 322.01, a law enforcement or fire service professional, or an emergency medical services professional.
2. Reporting an emergency or criminal or suspicious activity to law enforcement authorities.
3. Receiving messages that are:
   a. Related to the operation or navigation of the motor vehicle;
   b. Safety-related information, including emergency, traffic, or weather alerts;
   c. Data used primarily by the motor vehicle; or
   d. Radio broadcasts.
4. Using a device or system for navigation purposes.
5. Conducting wireless interpersonal communication that does not require manual entry of multiple letters, numbers, or symbols, except to activate, deactivate, or initiate a feature or function.
6. Conducting wireless interpersonal communication that does not require reading text messages, except to activate,
deactivate, or initiate a feature or function.

7. Operating an autonomous vehicle, as defined in s. 316.003(3), with the automated driving system engaged in autonomous mode.

Section 8. Section 316.85, Florida Statutes, is amended to read:

316.85 Autonomous vehicles; operation; compliance with traffic and motor vehicle laws; testing; preemption.—

(1) Notwithstanding any other law, a licensed human operator is not required to operate a fully autonomous vehicle. A person who possesses a valid driver license may operate an autonomous vehicle in autonomous mode on roads in this state if the vehicle is equipped with autonomous technology, as defined in s. 316.003(3).

(2) A fully autonomous vehicle may operate in this state regardless of whether a human operator is physically present in the vehicle.

(3)(a)(2) For purposes of this chapter, unless the context otherwise requires, the automated driving system, when engaged, a person 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 a 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 automated driving system 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 and undertake research and development projects 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 does not apply to the operation of a fully autonomous vehicle with the automated driving system engaged in an on-demand autonomous vehicle network.

(6) Notwithstanding any other provision of this chapter, an autonomous vehicle or a fully autonomous vehicle equipped with a teleoperation system may operate without a human operator physically present in the vehicle when the teleoperation system is engaged. A vehicle that is subject to this subsection must meet the requirements of s. 319.145 and is considered a vehicle that meets the definition of s. 316.003(3)(c) for purposes of ss. 316.062(5), 316.063(4), 316.065(5), 316.1975(3), and 316.303(1).

(7) It is the intent of the Legislature to provide for
And the title is amended as follows:

Between lines 25 and 26

insert:

authorizing an autonomous vehicle or fully autonomous vehicle equipped with a teleoperation system to operate without a human operator physically present in the vehicle when the teleoperation system is engaged; providing requirements for such vehicle; providing construction;