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

**Senate Amendment (with title amendment)**

Delete lines 136 - 261
and insert:

motion, unless the vehicle is equipped with autonomous 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) 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.
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) It is the intent of the Legislature to provide for
uniformity of laws governing autonomous vehicles throughout the state. A local government may not impose any tax, fee, for-hire vehicle requirement, or other requirement on automated driving systems or autonomous vehicles or on a person who operates an autonomous vehicle, including, but not limited to, a person who operates an autonomous vehicle for purposes of providing passenger transportation services.

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. Has 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 or has been granted an exemption.
      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.
   (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 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 require the licensed human operator to take control of the autonomous vehicle or must achieve a minimal risk condition. 

And the title is amended as follows: Delete lines 6 - 7 and insert:  

F.S.; exempting a vehicle being operated with the automated driving system engaged