

By the Committees on Appropriations; and Infrastructure and Security; and Senator Brandes

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1                   A bill to be entitled  
2       An act relating to autonomous vehicles; creating s.  
3       316.0899, F.S.; authorizing the Department of  
4       Transportation, in consultation with the Department of  
5       Highway Safety and Motor Vehicles, to conduct pilot or  
6       demonstration programs to explore the efficient  
7       implementation of innovative transportation  
8       technologies; requiring the Department of  
9       Transportation to submit a certain annual report to  
10      the Governor and the Legislature; amending s.  
11      338.2216, F.S.; authorizing the Florida Turnpike  
12      Enterprise to enter into one or more agreements to  
13      fund, construct, and operate facilities for the  
14      advancement of autonomous and connected innovative  
15      transportation technologies for certain purposes;  
16      amending s. 316.003, F.S.; revising and providing  
17      definitions; amending ss. 316.062, 316.063, 316.065,  
18      and 316.1975, F.S.; providing applicability; amending  
19      s. 316.303, F.S.; exempting a vehicle being operated  
20      with the automated driving system engaged from a  
21      prohibition on the active display of television or  
22      video; amending s. 316.305, F.S.; exempting a motor  
23      vehicle operator who is operating an autonomous  
24      vehicle from a prohibition on the use of wireless  
25      communications devices; amending s. 316.85, F.S.;  
26      providing that a licensed human operator is not  
27      required to operate a fully autonomous vehicle;  
28      authorizing a fully autonomous vehicle to operate in  
29      this state regardless of whether a human operator is

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30 physically present in the vehicle; requiring the  
31 automated driving system to be deemed to be the  
32 operator of an autonomous vehicle operating with the  
33 automated driving system engaged; providing  
34 construction; providing requirements for operation of  
35 on-demand autonomous vehicle networks; authorizing an  
36 autonomous vehicle or fully autonomous vehicle  
37 equipped with a teleoperation system to operate  
38 without a human operator physically present in the  
39 vehicle when the teleoperation system is engaged;  
40 providing requirements for such vehicles; providing  
41 construction; providing legislative intent;  
42 prohibiting a local government from imposing any tax,  
43 fee, for-hire vehicle requirement, or other  
44 requirement on automated driving systems or autonomous  
45 vehicles or on a person who operates an autonomous  
46 vehicle; providing construction; amending s. 319.145,  
47 F.S.; revising requirements for autonomous vehicles  
48 registered in this state; creating s. 322.015, F.S.;  
49 providing applicability; creating s. 627.749, F.S.;  
50 defining terms; providing insurance requirements for  
51 fully autonomous vehicles and coverage requirements  
52 for autonomous vehicles; providing for future repeal  
53 of specified coverage requirements; amending ss.  
54 339.175, 339.64, 339.83, and 627.0653, F.S.;  
55 conforming provisions to changes made by the act;  
56 amending s. 655.960, F.S.; conforming a cross-  
57 reference; providing an effective date.

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59 Be It Enacted by the Legislature of the State of Florida:

60  
61 Section 1. Section 316.0899, Florida Statutes, is created  
62 to read:

63 316.0899 Innovative transportation technology pilot or  
64 demonstration programs.—The Department of Transportation, in  
65 consultation with the department, may conduct pilot or  
66 demonstration programs to explore the efficient implementation  
67 of innovative transportation technologies, including, but not  
68 limited to, vehicle electrification, shared vehicle use,  
69 automated vehicles, and other mobility technologies that provide  
70 transportation options intended to increase personal mobility,  
71 to facilitate shorter urban trips, or to provide connections to  
72 other modes of transportation. Such pilot or demonstration  
73 programs may also include innovative transportation technologies  
74 that improve the delivery of transportation disadvantaged  
75 services. The Department of Transportation shall prepare an  
76 annual report outlining the programs undertaken pursuant to this  
77 section. The report may include any findings or recommendations  
78 the department deems necessary for future implementation. The  
79 report must be submitted to the Governor, the President of the  
80 Senate, and the Speaker of the House of Representatives.

81 Section 2. Paragraph (f) is added to subsection (1) of  
82 section 338.2216, Florida Statutes, to read:

83 338.2216 Florida Turnpike Enterprise; powers and  
84 authority.—

85 (1)

86 (f) The Florida Turnpike Enterprise may enter into one or  
87 more agreements to fund, construct, and operate facilities for

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88 the advancement of autonomous and connected innovative  
89 transportation technologies for the purposes of improving safety  
90 and decreasing congestion for the traveling public. Such  
91 agreements may include terms that authorize a private entity to  
92 sell or provide products or business opportunities at the  
93 facilities which benefit the traveling public, provide  
94 additional revenue, or otherwise advance the enterprise's  
95 objectives as provided in the Florida Transportation Code.

96 Section 3. Present subsections (48) through (86) of section  
97 316.003, Florida Statutes, are redesignated as subsections (49)  
98 through (87), respectively, present subsections (87) through  
99 (101) of section 316.003, Florida Statutes, are redesignated as  
100 subsections (89) through (103), respectively, new subsections  
101 (48) and (88) are added to that section, and subsection (3) and  
102 present subsection (59) of that section are amended, to read:

103 316.003 Definitions.—The following words and phrases, when  
104 used in this chapter, shall have the meanings respectively  
105 ascribed to them in this section, except where the context  
106 otherwise requires:

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

112 (a) "Autonomous vehicle" means any vehicle equipped with an  
113 automated driving system.

114 (b) "Dynamic driving task" means all of the real-time  
115 operational and tactical functions required to operate a vehicle  
116 in on-road traffic within its specific operational design

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117 domain, if any, excluding strategic functions such as trip  
118 scheduling and selection of destinations and waypoints.

119 (c) "Fully autonomous vehicle" means a vehicle equipped  
120 with an automated driving system designed to function without  
121 autonomous technology. The term "autonomous technology" means  
122 technology installed on a motor vehicle that has the capability  
123 to drive the vehicle on which the technology is installed  
124 without the active control or monitoring by a human operator.  
125 The term excludes a motor vehicle enabled with active safety  
126 systems or driver assistance systems, including, without  
127 limitation, a system to provide electronic blind spot  
128 assistance, crash avoidance, emergency braking, parking  
129 assistance, adaptive cruise control, lane keep assistance, lane  
130 departure warning, or traffic jam and queuing assistant, unless  
131 any such system alone or in combination with other systems  
132 enables the vehicle on which the technology is installed to  
133 drive without active control or monitoring by a human operator.

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

139 (48) ON-DEMAND AUTONOMOUS VEHICLE NETWORK.—A passenger  
140 transportation network that uses a software application or other  
141 digital means to connect passengers to fully autonomous  
142 vehicles, exclusively or in addition to other vehicles, for  
143 transportation, including for-hire transportation and  
144 transportation for compensation.

145 (60) (59) PRIVATE ROAD OR DRIVEWAY.—Except as otherwise

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146 provided in paragraph (82) (b) ~~(81) (b)~~, any privately owned way  
147 or place used for vehicular travel by the owner and those having  
148 express or implied permission from the owner, but not by other  
149 persons.

150 (88) TELEOPERATION SYSTEM.—The hardware and software  
151 installed in a motor vehicle which allow a remote human operator  
152 to supervise or perform aspects of, or the entirety of, the  
153 dynamic driving task. The term "remote human operator" means a  
154 natural person who is not physically present in a vehicle  
155 equipped with an automated driving system who engages or  
156 monitors the vehicle from a remote location. A remote human  
157 operator may have the ability to perform aspects of, or the  
158 entirety of, the dynamic driving task for the vehicle or cause  
159 the vehicle to achieve a minimal risk condition.

160 Section 4. Subsection (5) is added to section 316.062,  
161 Florida Statutes, to read:

162 316.062 Duty to give information and render aid.—

163 (5) This section does not apply to a fully autonomous  
164 vehicle, operating with the automated driving system engaged, in  
165 the event of a crash involving the vehicle if the vehicle owner,  
166 or a person on behalf of the vehicle owner, promptly contacts a  
167 law enforcement agency to report the crash or if the fully  
168 autonomous vehicle has the capability of alerting a law  
169 enforcement agency to the crash.

170 Section 5. Subsection (4) is added to section 316.063,  
171 Florida Statutes, to read:

172 316.063 Duty upon damaging unattended vehicle or other  
173 property.—

174 (4) This section does not apply to a fully autonomous

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175 vehicle, operating with the automated driving system engaged, in  
176 the event of a crash involving the vehicle if the vehicle owner,  
177 or a person on behalf of the vehicle owner, promptly contacts a  
178 law enforcement agency to report the crash or if the fully  
179 autonomous vehicle has the capability of alerting a law  
180 enforcement agency to the crash.

181 Section 6. Subsection (5) is added to section 316.065,  
182 Florida Statutes, to read:

183 316.065 Crashes; reports; penalties.—

184 (5) Subsection (1) does not apply to a fully autonomous  
185 vehicle, operating with the automated driving system engaged, in  
186 the event of a crash involving the vehicle if the vehicle owner,  
187 or a person on behalf of the vehicle owner, promptly contacts a  
188 law enforcement agency to report the crash or if the fully  
189 autonomous vehicle has the capability of alerting a law  
190 enforcement agency to the crash.

191 Section 7. Subsection (3) is added to section 316.1975,  
192 Florida Statutes, to read:

193 316.1975 Unattended motor vehicle.—

194 (3) This section does not apply to a fully autonomous  
195 vehicle operating with the automated driving system engaged.

196 Section 8. Section 316.303, Florida Statutes, is amended to  
197 read:

198 316.303 Television receivers.—

199 (1) A ~~No~~ motor vehicle may not be operated on the highways  
200 of this state if the vehicle is actively displaying moving  
201 television broadcast or pre-recorded video entertainment content  
202 that is visible from the driver's seat while the vehicle is in  
203 motion, unless the vehicle is ~~equipped with autonomous~~

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204 ~~technology, as defined in s. 316.003(3), and is being operated~~  
205 ~~with the automated driving system engaged in autonomous mode, as~~  
206 ~~provided in s. 316.85(2).~~

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

211 (3) This section does not prohibit the use of an electronic  
212 display used in conjunction with a vehicle navigation system; an  
213 electronic display used by an operator of an autonomous a  
214 ~~vehicle equipped with autonomous technology~~, as defined in s.  
215 316.003(3); or an electronic display used by an operator of a  
216 vehicle equipped and operating with driver-assistive truck  
217 platooning technology, as defined in s. 316.003.

218 (4) A violation of this section is a noncriminal traffic  
219 infraction, punishable as a nonmoving violation as provided in  
220 chapter 318.

221 Section 9. Paragraph (b) of subsection (3) of section  
222 316.305, Florida Statutes, is amended to read:

223 316.305 Wireless communications devices; prohibition.-

224 (3)

225 (b) Paragraph (a) does not apply to a motor vehicle  
226 operator who is:

227 1. Performing official duties as an operator of an  
228 authorized emergency vehicle as defined in s. 322.01, a law  
229 enforcement or fire service professional, or an emergency  
230 medical services professional.

231 2. Reporting an emergency or criminal or suspicious  
232 activity to law enforcement authorities.



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- 233 3. Receiving messages that are:
- 234 a. Related to the operation or navigation of the motor
- 235 vehicle;
- 236 b. Safety-related information, including emergency,
- 237 traffic, or weather alerts;
- 238 c. Data used primarily by the motor vehicle; or
- 239 d. Radio broadcasts.
- 240 4. Using a device or system for navigation purposes.
- 241 5. Conducting wireless interpersonal communication that
- 242 does not require manual entry of multiple letters, numbers, or
- 243 symbols, except to activate, deactivate, or initiate a feature
- 244 or function.
- 245 6. Conducting wireless interpersonal communication that
- 246 does not require reading text messages, except to activate,
- 247 deactivate, or initiate a feature or function.
- 248 7. Operating an autonomous vehicle, as defined in s.
- 249 316.003(3) s. 316.003, with the automated driving system engaged
- 250 in autonomous mode.
- 251 Section 10. Section 316.85, Florida Statutes, is amended to
- 252 read:
- 253 316.85 Autonomous vehicles; operation; compliance with
- 254 traffic and motor vehicle laws; preemption.-
- 255 (1) Notwithstanding any other law, a licensed human
- 256 operator is not required to operate a fully autonomous vehicle A
- 257 person who possesses a valid driver license may operate an
- 258 autonomous vehicle in autonomous mode on roads in this state if
- 259 the vehicle is equipped with autonomous technology, as defined
- 260 in s. 316.003(3) s. 316.003.
- 261 (2) A fully autonomous vehicle may operate in this state,

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262 regardless of whether a human operator is physically present in  
263 the vehicle.

264 (3) (a) ~~(2)~~ For purposes of this chapter, unless the context  
265 otherwise requires, the automated driving system, when engaged,  
266 a person shall be deemed to be the operator of an autonomous  
267 vehicle ~~operating in autonomous mode when the person causes the~~  
268 vehicle's autonomous technology to engage, regardless of whether  
269 a the person is physically present in the vehicle while the  
270 vehicle is operating with the automated driving system engaged  
271 in autonomous mode.

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

274 1. Prohibit the automated driving system from being deemed  
275 the operator of an autonomous vehicle operating with the  
276 automated driving system engaged.

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

279 (4) An on-demand autonomous vehicle network must operate  
280 pursuant to state laws governing the operation of transportation  
281 network companies and transportation network company vehicles as  
282 those terms are defined in s. 627.748, except that any provision  
283 of s. 627.748 which reasonably applies only to a human driver  
284 does not apply to the operation of a fully autonomous vehicle  
285 with the automated driving system engaged while logged on to an  
286 on-demand autonomous vehicle network. A fully autonomous vehicle  
287 with the automated driving system engaged while logged on to an  
288 on-demand autonomous vehicle network must meet the insurance  
289 requirements in s. 627.749.

290 (5) Notwithstanding any other provision of this chapter, an

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291 autonomous vehicle or a fully autonomous vehicle equipped with a  
292 teleoperation system may operate without a human operator  
293 physically present in the vehicle when the teleoperation system  
294 is engaged. A vehicle that is subject to this subsection must  
295 meet the requirements of s. 319.145 and is considered a vehicle  
296 that meets the definition of s. 316.003(3)(c) for the purposes  
297 of ss. 316.062(5), 316.063(4), 316.065(5), 316.1975(3), and  
298 316.303(1).

299 (6) It is the intent of the Legislature to provide for  
300 uniformity of laws governing autonomous vehicles throughout the  
301 state. A local government may not impose any tax, fee, for-hire  
302 vehicle requirement, or other requirement on automated driving  
303 systems or autonomous vehicles or on a person who operates an  
304 autonomous vehicle, including, but not limited to, a person who  
305 operates an autonomous vehicle for purposes of providing  
306 passenger transportation services. This subsection does not  
307 prohibit an airport or a seaport from charging reasonable fees  
308 consistent with any fees charged to companies that provide  
309 similar services at that airport or seaport for their use of the  
310 airport's or seaport's facilities nor does it prohibit the  
311 airport or seaport from designating locations for staging,  
312 pickup, or other similar operations at the airport or seaport.

313 Section 11. Section 319.145, Florida Statutes, is amended  
314 to read:

315 319.145 Autonomous vehicles.—

316 (1) An autonomous vehicle registered in this state must  
317 ~~continue to~~ meet all of the following requirements:

318 (a) When required by federal law:

319 1. Has been certified in accordance with federal

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320 regulations in 49 C.F.R. part 567 as being in compliance with  
321 applicable federal motor vehicle safety standards.

322 2. Bear the required certification label or labels,  
323 including reference to any exemption granted under applicable  
324 federal law.

325 (b) Be capable of being operated in compliance with the  
326 applicable traffic and motor vehicle laws of this state,  
327 regardless of whether the vehicle is operating with the  
328 automated driving system engaged.

329 (2) If the autonomous vehicle is not fully autonomous,  
330 ~~applicable federal standards and regulations for such motor~~  
331 ~~vehicle.~~ the vehicle must:

332 ~~(a)~~ have a system to safely alert a licensed human ~~the~~  
333 operator physically present in the vehicle if an automated  
334 driving system ~~autonomous technology~~ failure is detected while  
335 the automated driving system ~~autonomous technology~~ is engaged.  
336 When an alert is given, the system must:

337 ~~1.~~ require the licensed human operator to take control of  
338 the autonomous vehicle or must achieve a minimal risk condition,  
339 ~~or~~

340 ~~2. If the operator does not, or is not able to, take~~  
341 ~~control of the autonomous vehicle, be capable of bringing the~~  
342 ~~vehicle to a complete stop.~~

343 ~~(b) Have a means, inside the vehicle, to visually indicate~~  
344 ~~when the vehicle is operating in autonomous mode.~~

345 ~~(c) Be capable of being operated in compliance with the~~  
346 ~~applicable traffic and motor vehicle laws of this state.~~

347 (3) If the autonomous vehicle is fully autonomous, it must  
348 be able to achieve a minimal risk condition if a failure of the

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349 automated driving system occurs which renders that system unable  
350 to perform the entire dynamic driving task relevant to its  
351 intended operational design domain. The term "minimal risk  
352 condition" means a reasonably safe state, such as bringing the  
353 vehicle to a complete stop and activating the vehicle's hazard  
354 lamps.

355 (4)~~(2)~~ Federal regulations promulgated by the National  
356 Highway Traffic Safety Administration shall supersede this  
357 section when found to be in conflict with this section.

358 Section 12. Section 322.015, Florida Statutes, is created  
359 to read:

360 322.015 Exemption.—This chapter does not apply when a fully  
361 autonomous vehicle is operated with the automated driving system  
362 engaged and without a human operator.

363 Section 13. Section 627.749, Florida Statutes, is created  
364 to read:

365 627.749 Autonomous vehicles; insurance requirements.—

366 (1) DEFINITIONS.—As used in this section, the term:

367 (a) "Automated driving system" has the same meaning as in  
368 s. 316.003.

369 (b) "Autonomous vehicle" has the same meaning as provided  
370 in s. 316.003(3).

371 (c) "Fully autonomous vehicle" has the same meaning as  
372 provided in s. 316.003(3).

373 (d) "On-demand autonomous vehicle network" has the same  
374 meaning as provided in s. 316.003.

375 (2) INSURANCE REQUIREMENTS.—

376 (a) A fully autonomous vehicle with the automated driving  
377 system engaged while logged on to an on-demand autonomous

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378 vehicle network or engaged in a prearranged ride must be covered  
379 by a policy of automobile insurance which provides:

380 1. Primary liability coverage of at least \$1 million for  
381 death, bodily injury, and property damage;

382 2. Personal injury protection benefits that meet the  
383 minimum coverage amounts required under ss. 627.730-627.7405;  
384 and

385 3. Uninsured and underinsured vehicle coverage as required  
386 by s. 627.727.

387 (b) The coverage requirements of paragraph (a) may be  
388 satisfied by any of the following:

389 1. Automobile insurance maintained by the owner of a fully  
390 autonomous vehicle with the automated driving system engaged  
391 while logged on to an on-demand autonomous vehicle network or  
392 engaged in a prearranged ride;

393 2. Automobile insurance maintained by the on-demand  
394 autonomous vehicle network; or

395 3. A combination of subparagraphs 1. and 2.

396 (3) ADDITIONAL COVERAGE REQUIREMENTS.-

397 (a) For purposes of compliance with chapter 324, the owner  
398 or registrant of an autonomous vehicle, when the vehicle is not  
399 subject to subsection (2), must furnish proof of ability to  
400 respond in damages for the owner's or registrant's liability on  
401 account of crashes arising out of the use of a motor vehicle:

402 1. In the amount of \$1 million because of bodily injury to,  
403 or death of, one person in any one crash;

404 2. Subject to such limits for one person, in the amount of  
405 \$1 million because of bodily injury to, or death of, two or more  
406 persons in any one crash;

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407 3. In the amount of \$1 million because of injury to, or  
408 destruction of, property of others in any one crash; and

409 4. With respect to commercial motor vehicles and nonpublic  
410 sector buses that are autonomous vehicles, in the amounts  
411 specified in ss. 627.7415 and 627.742, respectively.

412 (b) This subsection is repealed on January 1, 2024.

413 Section 14. Paragraph (c) of subsection (7) of section  
414 339.175, Florida Statutes, is amended to read:

415 339.175 Metropolitan planning organization.—

416 (7) LONG-RANGE TRANSPORTATION PLAN.—Each M.P.O. must  
417 develop a long-range transportation plan that addresses at least  
418 a 20-year planning horizon. The plan must include both long-  
419 range and short-range strategies and must comply with all other  
420 state and federal requirements. The prevailing principles to be  
421 considered in the long-range transportation plan are: preserving  
422 the existing transportation infrastructure; enhancing Florida's  
423 economic competitiveness; and improving travel choices to ensure  
424 mobility. The long-range transportation plan must be consistent,  
425 to the maximum extent feasible, with future land use elements  
426 and the goals, objectives, and policies of the approved local  
427 government comprehensive plans of the units of local government  
428 located within the jurisdiction of the M.P.O. Each M.P.O. is  
429 encouraged to consider strategies that integrate transportation  
430 and land use planning to provide for sustainable development and  
431 reduce greenhouse gas emissions. The approved long-range  
432 transportation plan must be considered by local governments in  
433 the development of the transportation elements in local  
434 government comprehensive plans and any amendments thereto. The  
435 long-range transportation plan must, at a minimum:

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436 (c) Assess capital investment and other measures necessary  
437 to:

438 1. Ensure the preservation of the existing metropolitan  
439 transportation system including requirements for the operation,  
440 resurfacing, restoration, and rehabilitation of major roadways  
441 and requirements for the operation, maintenance, modernization,  
442 and rehabilitation of public transportation facilities; and

443 2. Make the most efficient use of existing transportation  
444 facilities to relieve vehicular congestion, improve safety, and  
445 maximize the mobility of people and goods. Such efforts must  
446 include, but are not limited to, consideration of infrastructure  
447 and technological improvements necessary to accommodate advances  
448 in vehicle technology, such as automated driving systems  
449 ~~autonomous technology~~ and other developments.

450

451 In the development of its long-range transportation plan, each  
452 M.P.O. must provide the public, affected public agencies,  
453 representatives of transportation agency employees, freight  
454 shippers, providers of freight transportation services, private  
455 providers of transportation, representatives of users of public  
456 transit, and other interested parties with a reasonable  
457 opportunity to comment on the long-range transportation plan.  
458 The long-range transportation plan must be approved by the  
459 M.P.O.

460 Section 15. Paragraph (c) of subsection (3) and paragraph  
461 (a) of subsection (4) of section 339.64, Florida Statutes, are  
462 amended to read:

463 339.64 Strategic Intermodal System Plan.—

464 (3)



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465 (c) The department shall coordinate with federal, regional,  
466 and local partners, as well as industry representatives, to  
467 consider infrastructure and technological improvements necessary  
468 to accommodate advances in vehicle technology, such as automated  
469 driving systems ~~autonomous technology~~ and other developments, in  
470 Strategic Intermodal System facilities.

471 (4) The Strategic Intermodal System Plan shall include the  
472 following:

473 (a) A needs assessment that must include, but is not  
474 limited to, consideration of infrastructure and technological  
475 improvements necessary to accommodate advances in vehicle  
476 technology, such as automated driving systems ~~autonomous~~  
477 ~~technology~~ and other developments.

478 Section 16. Section 339.83, Florida Statutes, is amended to  
479 read:

480 339.83 Enrollment in federal pilot programs.—The Secretary  
481 of Transportation may enroll the State of Florida in any federal  
482 pilot program or project for the collection and study of data  
483 for the review of federal or state roadway safety,  
484 infrastructure sustainability, congestion mitigation,  
485 transportation system efficiency, automated driving systems  
486 ~~autonomous vehicle technology~~, or capacity challenges.

487 Section 17. Subsection (6) of section 627.0653, Florida  
488 Statutes, is amended to read:

489 627.0653 Insurance discounts for specified motor vehicle  
490 equipment.—

491 (6) The Office of Insurance Regulation may approve a  
492 premium discount to any rates, rating schedules, or rating  
493 manuals for the liability, personal injury protection, and

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494 collision coverages of a motor vehicle insurance policy filed  
495 with the office if the insured vehicle is equipped with an  
496 automated driving system ~~autonomous driving technology~~ or  
497 electronic vehicle collision avoidance technology that is  
498 factory installed or a retrofitted system and that complies with  
499 National Highway Traffic Safety Administration standards.

500 Section 18. Subsection (1) of section 655.960, Florida  
501 Statutes, is amended to read:

502 655.960 Definitions; ss. 655.960-655.965.—As used in this  
503 section and ss. 655.961-655.965, unless the context otherwise  
504 requires:

505 (1) "Access area" means any paved walkway or sidewalk which  
506 is within 50 feet of any automated teller machine. The term does  
507 not include any street or highway open to the use of the public,  
508 as defined in s. 316.003(82)(a) ~~s. 316.003(81)(a)~~ or (b),  
509 including any adjacent sidewalk, as defined in s. 316.003.

510 Section 19. This act shall take effect July 1, 2019.