

REFERENCE TITLE: **autonomous vehicles; safety; data**

State of Arizona
Senate
Fifty-seventh Legislature
Second Regular Session
2026

SB 1417

Introduced by
Senator Bolick

AN ACT

AMENDING SECTIONS 28-9701, 28-9702, 28-9703, 28-9707 AND 28-9708, ARIZONA REVISED STATUTES; AMENDING TITLE 28, CHAPTER 32, ARTICLE 1, ARIZONA REVISED STATUTES, BY ADDING SECTIONS 28-9709, 28-9710, 28-9711 AND 28-9712; RELATING TO AUTONOMOUS VEHICLES.

(TEXT OF BILL BEGINS ON NEXT PAGE)

1 Be it enacted by the Legislature of the State of Arizona:

2 Section 1. Section 28-9701, Arizona Revised Statutes, is amended to
3 read:

4 28-9701. Definitions

5 In this chapter, unless the context otherwise requires:

6 1. "DISTINCT ROADWAY PARTICIPANT" MEANS A VEHICLE TYPE, INCLUDING A
7 MOTORCYCLE, WHOSE SIZE, ACCELERATION, LANE POSITION OR VISIBILITY PROFILE
8 MATERIALLY DIFFERS FROM A PASSENGER MOTOR VEHICLE AND THAT REQUIRES
9 SPECIALIZED AUTOMATED DRIVING SYSTEM DETECTION AND RESPONSE.

10 2. "FALLBACK-READY USER" MEANS A HUMAN DRIVER WHO IS PHYSICALLY
11 PRESENT IN AN AUTONOMOUS VEHICLE AND WHO IS CAPABLE OF ASSUMING MANUAL
12 CONTROL WHEN PRESENTED WITH A REQUEST TO INTERVENE FROM THE AUTOMATED
13 DRIVING SYSTEM.

14 3. "NEAR-MISS EVENT" MEANS AN INCIDENT INVOLVING AN AUTONOMOUS
15 VEHICLE DURING IN WHICH A COLLISION WAS NARROWLY AVOIDED AS IDENTIFIED BY
16 A POST-ENCROACHMENT TIME OF LESS THAN TWO SECONDS OR HARD BRAKING TO AVOID
17 IMPACT WITH A VULNERABLE ROAD USER OR DISTINCT ROADWAY PARTICIPANT.

18 ~~4.~~ 4. "On-demand autonomous vehicle network" means a passenger
19 transportation network that uses a digital network or software application
20 to connect passengers to fully autonomous vehicles for transportation,
21 exclusively or in addition to other vehicles, including transportation for
22 hire and transportation for compensation.

23 ~~5.~~ 5. "Request to intervene" means a notification by an automated
24 driving system to a ~~human driver~~ FALLBACK-READY USER that the human driver
25 should promptly begin or resume performance of part or all of the dynamic
26 driving task.

27 6. "VULNERABLE ROAD USER" MEANS ANY PERSON WHO IS USING THE ROADWAY
28 AND NOT IN A MOTOR VEHICLE, INCLUDING A PEDESTRIAN OR BICYCLIST.

29 Sec. 2. Section 28-9702, Arizona Revised Statutes, is amended to
30 read:

31 28-9702. Operation of autonomous vehicles; quarterly report

32 A. Except as otherwise provided in this chapter, the operation of
33 autonomous vehicles with or without a human driver is subject to all
34 applicable federal and state laws.

35 B. A person may operate an autonomous vehicle with the automated
36 driving system engaged on public roads in this state **ONLY:**

37 1. With a licensed human driver who is able to resume part or all
38 of the dynamic driving task or respond to a request to intervene, if any.

39 2. AFTER APPROVAL BY THE DEPARTMENT OF THE AUTONOMOUS VEHICLE'S
40 OPERATIONAL DESIGN DOMAIN AND SERVICE AREA, INCLUDING DETAILED SCENARIO
41 VALIDATION DATA THAT ADDRESS DETECTION AND INTERACTION WITH VULNERABLE
42 ROAD USERS AND DISTINCT ROADWAY PARTICIPANTS.

1 C. A fully autonomous vehicle may operate on public roads without a
2 human driver only if a person submits ~~both~~ ALL OF THE FOLLOWING:

3 1. A law enforcement interaction plan to the department of
4 transportation and the department of public safety that is consistent with
5 and addresses all of the elements in the law enforcement protocol that was
6 issued by the department of public safety on May 14, 2018, before
7 beginning the operation or if the operation has already begun, within
8 sixty days after September 29, 2021.

9 2. A written statement to the department of transportation
10 ~~acknowledging~~ THAT ACKNOWLEDGES all of the following:

11 (a) When required by federal law, the fully autonomous vehicle is
12 equipped with an automated driving system that is in compliance with all
13 applicable federal laws and federal motor vehicle safety standards,
14 INCLUDING SAE J3016 AND 49 CODE OF FEDERAL REGULATIONS PART 571, and bears
15 the required certification labels including reference to any exemption
16 granted by the national highway traffic safety administration under
17 applicable federal law.

18 (b) If a failure of the automated driving system occurs that
19 renders that system unable to perform the entire dynamic driving task
20 relevant to its intended operational design domain PURSUANT TO SECTION
21 28-9709, INCLUDING THE ABILITY TO SAFELY STOP OR DISENGAGE, the fully
22 autonomous vehicle will achieve a minimal risk condition.

23 (c) The fully autonomous vehicle is capable of complying with all
24 applicable traffic and motor vehicle safety laws of this state and THAT
25 the person who submits the written statement for the fully autonomous
26 vehicle may be issued a traffic citation or other applicable penalty if
27 the vehicle fails to comply with traffic or motor vehicle laws.

28 (d) The fully autonomous vehicle meets all applicable certificate
29 of title, registration, licensing and insurance requirements of this
30 title.

31 (e) THE FULLY AUTONOMOUS VEHICLE BEARS A MANUFACTURER OR OPERATOR
32 IDENTIFIER ISSUED BY THE DEPARTMENT PURSUANT TO SECTION 28-9709.

33 3. VALID PROOF OF AN ACTIVE LIABILITY INSURANCE POLICY OR PROOF OF
34 FINANCIAL RESPONSIBILITY IN AN AMOUNT NOT LESS THAN \$5,000,000 PER
35 OCCURRENCE.

36 4. NOTIFICATION OF ANY SOFTWARE OR MAPPING UPDATE THAT MATERIALLY
37 CHANGES OPERATIONAL BEHAVIOR OF THE AUTONOMOUS VEHICLE WITHIN TEN DAYS OF
38 ANY UPDATE. THE MANUFACTURER OR OPERATOR SHALL PROVIDE AN UPDATED WRITTEN
39 STATEMENT AS REQUIRED PURSUANT TO PARAGRAPH 2 OF THIS SUBSECTION THAT THE
40 AUTONOMOUS VEHICLE REMAINS COMPLIANT WITH SAFETY STANDARDS.

41 5. TO BOTH THE DEPARTMENT OF TRANSPORTATION AND THE DEPARTMENT OF
42 PUBLIC SAFETY A QUARTERLY SAFETY PERFORMANCE REPORT THAT MUST INCLUDE:

43 (a) THE TOTAL NUMBER OF MILES DRIVEN BY THE FULLY AUTONOMOUS
44 VEHICLE IN THIS STATE.

1 (b) THE NUMBER AND TYPE OF COLLISIONS, INCLUDING ANY COLLISIONS
2 INVOLVING VULNERABLE ROAD USERS AND DISTINCT ROADWAY PARTICIPANTS.

3 (c) THE NUMBER OF NEAR-MISS EVENTS.

4 (d) ANY SOFTWARE OR MAP UPDATES AFFECTING DETECTION ALGORITHMS AND
5 BOUNDARY LOGIC.

6 D. If a person fails to submit a law enforcement interaction plan
7 or statement prescribed by subsection C of this section, the department
8 may immediately issue a cease and desist letter prohibiting the operation
9 of a fully autonomous vehicle on public roads of this state until the
10 person submits the law enforcement interaction plan ~~and~~ OR statement.

11 E. When engaged, the MANUFACTURER OR OPERATOR THAT IS DESIGNATED IN
12 THE DEPARTMENT'S REGISTRY OF THE automated driving system is considered
13 the driver or operator of the autonomous vehicle for the purpose of
14 assessing compliance with applicable traffic or motor vehicle laws and is
15 both:

16 1. Deemed to satisfy electronically all physical acts required by a
17 driver or operator of the vehicle.

18 2. Exempt from the requirements of chapter 8 of this title.

19 F. Notwithstanding any other law, a licensed human driver is not
20 required to operate a fully autonomous vehicle that is operated in
21 compliance with this chapter.

22 G. This chapter does not prohibit or restrict a licensed human
23 driver from driving a fully autonomous vehicle equipped with controls that
24 allow for the human driver to control all or part of the dynamic driving
25 task.

26 Sec. 3. Section 28-9703, Arizona Revised Statutes, is amended to
27 read:

28 28-9703. Department of public safety; law enforcement
29 protocols; law enforcement interaction plan; rules

30 A. The department of public safety, in coordination with other
31 relevant law enforcement agencies AND THE DEPARTMENT OF TRANSPORTATION,
32 shall maintain a law enforcement protocol for fully autonomous vehicles.
33 The protocol shall include guidelines for persons who operate fully
34 autonomous vehicles to provide information to law enforcement agencies and
35 other first responders on how to interact with fully autonomous vehicles
36 in emergency and traffic enforcement situations, including how to provide
37 contact information for insurance and citation purposes and any other
38 information needed to ensure the safe operation of fully autonomous
39 vehicles in this state. The department of public safety may issue a
40 revised law enforcement protocol after providing advance notice to and an
41 opportunity for comment from persons that have submitted statements
42 pursuant to section 28-9702, subsection C, paragraph 2.

43 B. THE DEPARTMENT OF TRANSPORTATION, IN CONSULTATION WITH THE
44 DEPARTMENT OF PUBLIC SAFETY, SHALL ADOPT RULES NECESSARY TO IMPLEMENT THIS
45 ARTICLE. RULES ADOPTED PURSUANT TO THIS SECTION MUST:

- 1 1. DEFINE REQUIRED SAFETY DATA REPORTING FORMATS.
- 2 2. SPECIFY THE STRUCTURE FOR INDEPENDENT THIRD-PARTY PERFORMANCE
- 3 AUDITS.
- 4 3. ESTABLISH STANDARDS FOR FULLY AUTONOMOUS FLEET IDENTIFICATION
- 5 AND EMERGENCY RESPONDER ACCESS.
- 6 C. THE DEPARTMENT OF TRANSPORTATION SHALL ENTER INTO A MEMORANDUM
- 7 OF UNDERSTANDING WITH THE DEPARTMENT OF PUBLIC SAFETY REGARDING
- 8 ENFORCEMENT OF THIS ARTICLE, COLLISION INVESTIGATIONS AND PUBLIC DATA
- 9 REPORTING REQUIREMENTS.

10 Sec. 4. Section 28-9707, Arizona Revised Statutes, is amended to

11 read:

12 28-9707. Traffic or motor vehicle laws; autonomous vehicles

13 A. Except as otherwise provided by this chapter, a traffic or motor

14 vehicle law of this state may not prohibit the operation of an autonomous

15 vehicle or require a human driver to operate a fully autonomous vehicle

16 with the automated driving system engaged, if the fully autonomous vehicle

17 is operated in compliance with this chapter.

18 B. NOTWITHSTANDING SUBSECTION A OF THIS SECTION, A CITY OR TOWN MAY

19 REGULATE AUTONOMOUS VEHICLE STAGING AREAS AND PARKING ZONES AND

20 CONSTRUCTION DETOURS AFFECTING AUTONOMOUS VEHICLES.

21 C. THE DEPARTMENT SHALL ISSUE GUIDANCE TO CITIES AND TOWNS FOR

22 INTEGRATING AUTONOMOUS VEHICLE OPERATIONS WITH MUNICIPAL TRAFFIC CONTROL

23 AND EMERGENCY RESPONSE PLANS.

24 Sec. 5. Section 28-9708, Arizona Revised Statutes, is amended to

25 read:

26 28-9708. Enforcement; violation; civil penalty

27 A. Except as provided in section 28-9702 and subsection G of this

28 section, this section provides the exclusive means by which the department

29 may:

30 1. Suspend, revoke or cancel the registration of an autonomous

31 vehicle for reasons related to safety.

32 2. Otherwise restrict the operation of an autonomous vehicle for

33 reasons related to safety.

34 B. If the department has information, data or other evidence

35 indicating that an autonomous vehicle is likely not in safe mechanical

36 condition and likely to endanger persons on the highway, the department

37 may issue a request for relevant information to the owner and the person

38 who submitted the statement required by section 28-9702 for the autonomous

39 vehicle.

40 C. The owner or the person who submitted the statement required by

41 SECTION 28-9702 shall respond to a request for information submitted under

42 subsection B of this section within a reasonable time specified by the

43 department. The response may be in the form of documents, a meeting with

44 the department, a demonstration or any other reasonable form or

45 combination of forms.

1 D. After considering and evaluating all responses provided pursuant
2 to subsections B and C of this section, if the department determines based
3 on data, information or other evidence that an autonomous vehicle is not
4 in safe mechanical condition and endangers persons on the highway, the
5 department may send the vehicle owner and the person who submitted the
6 statement required by section 28-9702 for the autonomous vehicle a notice
7 of intent to suspend the registration or impose restrictions on the
8 operation of the autonomous vehicle. The notice shall include:

9 1. A description of the department's reasons and evidence
10 supporting the determination.

11 2. A statement that a certification of correction or adjustment
12 shall be submitted within a specified time and that the certification
13 shall include an explanation of how the issues identified by the
14 department in the notice have been addressed, such as identifying
15 adjustments made to the automated driving system or operational measures
16 implemented.

17 E. If the owner or person who submitted the statement required by
18 section 28-9702 for the autonomous vehicle that is the subject of a notice
19 of intent to suspend or restrict operation fails to submit the
20 certification required by subsection D of this section within the time
21 specified or the department finds that the certification is not true and
22 accurate, the department shall notify the person and owner that the
23 registration for that autonomous vehicle has been suspended or restricted
24 as specified in the notice. If the person or owner later submits the
25 required certification, the department shall remove the suspension or
26 restriction on receipt of the certification. IF THE DEPARTMENT FINDS THAT
27 THE CERTIFICATION WAS INTENTIONALLY FALSIFIED OR AN INTENTIONAL
28 OBSTRUCTION OF AN INVESTIGATION OCCURRED, THE DEPARTMENT SHALL REFER A
29 VIOLATION OF THIS SUBSECTION TO THE DEPARTMENT OF PUBLIC SAFETY FOR
30 CRIMINAL INVESTIGATION.

31 F. A person who disputes the department's finding may request a
32 hearing within ten days after the date of the notice of intent to suspend
33 or restrict operation issued under subsection D of this section. A
34 hearing requested under this subsection shall be held not more than sixty
35 days after the submission of a request for a hearing. A decision to
36 uphold the determination of the department is subject to judicial review
37 pursuant to title 12, chapter 7, article 6.

38 G. This section does not apply to a vehicle that is subject to
39 chapter 14 of this title and does not affect the applicability or
40 enforcement of chapter 14 of this title or federal laws applicable to
41 commercial motor vehicles as defined in SECTION 28-5201.

42 H. A MANUFACTURER OR OPERATOR THAT VIOLATES THIS ARTICLE OR ANY
43 RULE ADOPTED PURSUANT TO THIS ARTICLE IS SUBJECT TO A CIVIL PENALTY OF NOT
44 MORE THAN \$25,000 PER VIOLATION. EACH DAY A VIOLATION OCCURS SHALL
45 CONSTITUTE A SEPARATE VIOLATION. THE DEPARTMENT SHALL DEPOSIT, PURSUANT

1 TO SECTIONS 35-146 AND 35-147, CIVIL PENALTY IN THE AUTONOMOUS VEHICLE
2 SAFETY FUND ESTABLISHED BY SECTION 28-9712.

3 Sec. 6. Title 28, chapter 32, article 1, Arizona Revised Statutes,
4 is amended by adding sections 28-9709, 28-9710, 28-9711 and 28-9712, to
5 read:

6 28-9709. Operational design domains; service areas;
7 requirements; manufacturer or operator identifier

8 A. A PERSON SHALL SUBMIT FOR APPROVAL BY THE DEPARTMENT OPERATIONAL
9 DESIGN DOMAINS AND SERVICE AREAS FOR EACH INITIAL SUBMISSION AND FOR EACH
10 MATERIAL CHANGE, INCLUDING SOFTWARE UPDATES, AND MUST INCLUDE ALL OF THE
11 FOLLOWING:

- 12 1. MAPS SHOWING PROPOSED GEOGRAPHIC OPERATING AREAS.
- 13 2. MAXIMUM SPEED CAPABILITIES WITHIN EACH GEOGRAPHIC AREA.
- 14 3. WEATHER TOLERANCES THAT CAN IMPACT SAFE OPERATIONS, INCLUDING
15 DUST STORMS, RAIN AND BRIGHT SUNLIGHT.
- 16 4. TRAFFIC DENSITY LIMITS OR LANE RESTRICTIONS AND SHALL INCLUDE
17 ALLOWANCES FOR LANE FILTERING MOTORCYCLES, BIKE LANES AND TRAFFIC CONTROL
18 DEVICES.
- 19 5. SYSTEM BEHAVIOR FOR UNPROTECTED LEFT TURNS, AT FOUR-WAY STOPS
20 AND AT SIGNALLED INTERSECTIONS.

21 6. EMERGENCY FALLBACK CAPABILITIES.

22 B. THE DEPARTMENT SHALL EVALUATE AND APPROVE OPERATIONAL DESIGN
23 DOMAINS AND SERVICE AREAS USING THE FOLLOWING CRITERIA:

- 24 1. IDENTIFICATION OF ROADWAY CLASSIFICATIONS THAT THE AUTONOMOUS
25 VEHICLE OR FULLY AUTONOMOUS VEHICLE CAN OPERATE IN.
- 26 2. SPECIFICATION OF ENVIRONMENTAL LIMITATIONS FOR THE AUTONOMOUS
27 VEHICLE OR FULLY AUTONOMOUS VEHICLE, INCLUDING PRECIPITATION, LIGHTING,
28 TEMPERATURE AND VISIBILITY.
- 29 3. DESCRIPTION OF DISENGAGEMENT THRESHOLDS AND FALLBACK BEHAVIORS.
- 30 4. DISCLOSURE OF GEOGRAPHIC BOUNDARIES OF INTENDED OPERATION.
- 31 5. DOCUMENTATION OF OPERATIONAL RESTRICTIONS RELATING TO SCHOOL
32 ZONES, CONSTRUCTION AREAS AND VULNERABLE ROAD USERS AND DISTINCT ROADWAY
33 PARTICIPANTS.

34 C. A PERSON MAY ALTER SERVICE AREAS WITH A FORMAL SUBMISSION
35 PURSUANT TO SUBSECTION A OF THIS SECTION AND ON APPROVAL BY THE DEPARTMENT
36 OF THE NEW SERVICE AREA.

37 D. ON APPROVAL OF THE OPERATIONAL DESIGN DOMAINS AND SERVICE AREAS,
38 THE DEPARTMENT SHALL ISSUE A MANUFACTURER OR OPERATOR IDENTIFIER. THE
39 FORM AND SIZE OF THE MANUFACTURER OR OPERATOR IDENTIFIER SHALL BE
40 PRESCRIBED BY THE DEPARTMENT IN RULE. THE MANUFACTURER OR OPERATOR
41 IDENTIFIER SHALL BE PLACED ON THE AUTONOMOUS VEHICLE OR FULLY AUTONOMOUS
42 VEHICLE IN A CLEARLY VISIBLE POSITION AS PRESCRIBED BY THE DEPARTMENT IN
43 RULE.

1 28-9710. Data retention and access

2 A. EACH AUTONOMOUS VEHICLE AND FULLY AUTONOMOUS VEHICLE OPERATING
3 IN THIS STATE SHALL CONTINUOUSLY RECORD OPERATIONAL DATA SUFFICIENT TO
4 RECONSTRUCT EVENTS THAT OCCUR NOT MORE THAN THIRTY SECONDS BEFORE AND
5 AFTER A COLLISION OR NEAR-MISS EVENT OCCURS.

6 B. OPERATIONAL DATA REQUIRED PURSUANT TO THIS SECTION SHALL BE
7 STORED IN A SECURE, TAMPER-RESISTANT SYSTEM AND RETAINED FOR NOT LESS THAN
8 TWELVE MONTHS AFTER THE OCCURRENCE OF A COLLISION OR FOR THE DURATION OF
9 ANY INVESTIGATION OR LITIGATION, WHICHEVER IS LONGER.

10 C. ON REQUEST, A MANUFACTURER OR OPERATOR SHALL PROVIDE THE
11 DEPARTMENT OF PUBLIC SAFETY AND THE DEPARTMENT OF TRANSPORTATION, OR ANY
12 OTHER AUTHORIZED AGENCIES, WITH ACCESS TO THE AUTOMATIC DRIVING SYSTEM'S
13 COLLISION DATA RECORDS AND MAPPING VERSIONS AND TO OTHER RELEVANT LOGS.

14 D. DATA COLLECTED PURSUANT TO THIS SECTION IS CONFIDENTIAL AND MAY
15 BE DISCLOSED ONLY TO:

16 1. LAW ENFORCEMENT AGENCIES FOR INVESTIGATIONS INTO ANY COLLISIONS
17 INVOLVING AUTONOMOUS VEHICLES OR FULLY AUTONOMOUS VEHICLES.

18 2. COURTS OF COMPETENT JURISDICTION PURSUANT TO A DULY ISSUED
19 SUBPOENA.

20 3. THE DEPARTMENT FOR REGULATORY COMPLIANCE REVIEW.

21 E. THIS SECTION DOES NOT LIMIT A PARTY'S RIGHT TO OBTAIN AUTOMATED
22 DRIVING SYSTEM DATA THROUGH LAWFUL DISCOVERY PROCEDURES FOR A CIVIL OR
23 CRIMINAL PROCEEDING.

24 28-9711. Vulnerable road users and distinct roadway
25 participants; performance tests; rules

26 A. EACH FULLY AUTONOMOUS VEHICLE OPERATING WITHOUT A HUMAN DRIVER
27 SHALL DEMONSTRATE COMPLIANCE WITH DEPARTMENT-CERTIFIED PERFORMANCE TESTS
28 FOR INTERACTIONS WITH VULNERABLE ROAD USERS AND DISTINCT ROADWAY
29 PARTICIPANTS, INCLUDING:

30 1. MOTORCYCLE DETECTION AND CLASSIFICATION UNDER LOWLIGHT AND
31 OCCLUSION CONDITIONS.

32 2. PREDICTION AND RESPONSE TO ONCOMING MOTORCYCLES DURING AN
33 UNPROTECTED LEFT TURN.

34 3. OVERTAKING AND LANE SHARING BEHAVIOR WHEN ENCOUNTERING BICYCLES.

35 4. PEDESTRIAN DETECTION AT CROSSWALKS, ALLEYS AND DRIVEWAYS.

36 B. THE DEPARTMENT SHALL ESTABLISH BY RULE THE TEST PROCEDURES AND
37 VALIDATION CRITERIA FOR THE PERFORMANCE TESTS REQUIRED PURSUANT TO
38 SUBSECTION A OF THIS SECTION. TEST PROCEDURES AND VALIDATION CRITERIA
39 SHALL USE STANDARDIZED SURROGATE SAFETY MEASURES, INCLUDING
40 POST-ENCROACHMENT TIMES, TIME TO COLLISION AND HARD-BRAKING FREQUENCY.

41 C. A PERSON MAY NOT EXPAND A FULLY AUTONOMOUS VEHICLE SERVICE AREA
42 IN THIS STATE UNLESS THE PERSON COMPLETES AND PUBLISHES
43 VULNERABILITY-SPECIFIC SCENARIOS VALIDATION RESULTS THAT ARE REVIEWED BY
44 AN INDEPENDENT THIRD-PARTY SAFETY ASSESSOR THAT IS RECOGNIZED BY THE
45 DEPARTMENT.

1 28-9712. Autonomous vehicle safety fund; use of fund monies

2 A. THE AUTONOMOUS VEHICLE SAFETY FUND IS ESTABLISHED CONSISTING OF
3 CIVIL PENALTIES COLLECTED PURSUANT TO SECTION 28-9708 AND LEGISLATIVE
4 APPROPRIATIONS. THE DEPARTMENT SHALL ADMINISTER THE FUND. MONIES IN THE
5 FUND ARE SUBJECT TO LEGISLATIVE APPROPRIATION.

6 B. THE DEPARTMENT SHALL USE THE MONIES IN THE FUND TO:

7 1. ADMINISTER SAFETY TESTING AND REPORTING PROGRAMS.

8 2. CONDUCT INDEPENDENT AUDITS OF AUTONOMOUS VEHICLE PERFORMANCE
9 DATA. THE INDEPENDENT AUDITS REQUIRED BY THIS PARAGRAPH SHALL BE
10 CONDUCTED ANNUALLY OR ON SIGNIFICANT DEVIATION FROM OPERATIONAL DESIGN
11 PARAMETERS AND INCLUDE:

12 (a) COLLISION HISTORY AND AUTONOMOUS VEHICLE BEHAVIOR IMMEDIATELY
13 PRECEDING A COLLISION.

14 (b) SYSTEM DISENGAGEMENT LOGS.

15 (c) GEOGRAPHIC ROUTING DATA TO VERIFY COMPLIANCE WITH OPERATIONAL
16 DESIGN DOMAIN BOUNDARIES.

17 (d) SPEED AND ACCELERATION METRICS.

18 (e) SYSTEM DIAGNOSTIC DATA INDICATING SENSOR FAILURES OR
19 COMPUTATIONAL ERRORS.

20 (f) HUMAN TAKEOVER REQUESTS AND FALL-BACK USER EVENTS, IF
21 APPLICABLE.

22 (g) PERFORMANCE DATA COLLECTED DURING UNUSUAL ENVIRONMENTAL
23 CONDITIONS AND WEATHER EVENTS.

24 3. SUPPORT PUBLIC EDUCATION ON AUTONOMOUS VEHICLE SAFETY FOR RIDERS
25 AND PEDESTRIANS.

26 4. PROVIDE GRANTS TO LAW ENFORCEMENT OFFICERS AND FIRST RESPONDERS
27 FOR AUTONOMOUS VEHICLE TRAINING AND EQUIPMENT.

28 Sec. 7. Effective date

29 This act is effective from and after December 31, 2026.

30 Sec. 8. Severability

31 If a provision of this act or its application to any person or
32 circumstance is held invalid, the invalidity does not affect other
33 provisions or applications of the act that can be given effect without the
34 invalid provision of application, and to this end the provisions of this
35 act are severable.