

AV REGULATORY OVERVIEW

February 2026

AGENDA

01

Federal, State, and Local
Domains

02

Florida Summary

03

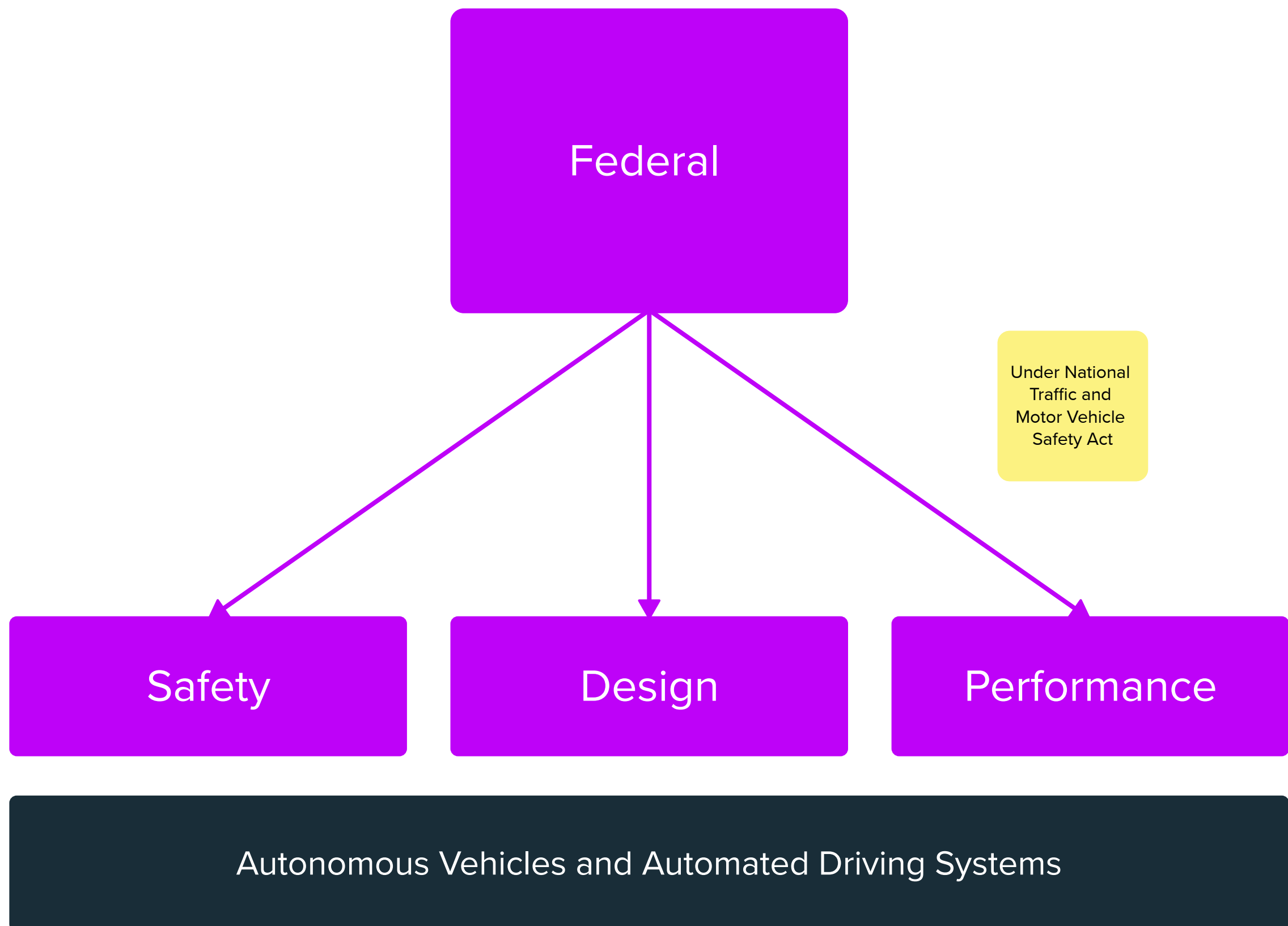
Texas Summary

04

California Summary

05

Potential Local Levers



State

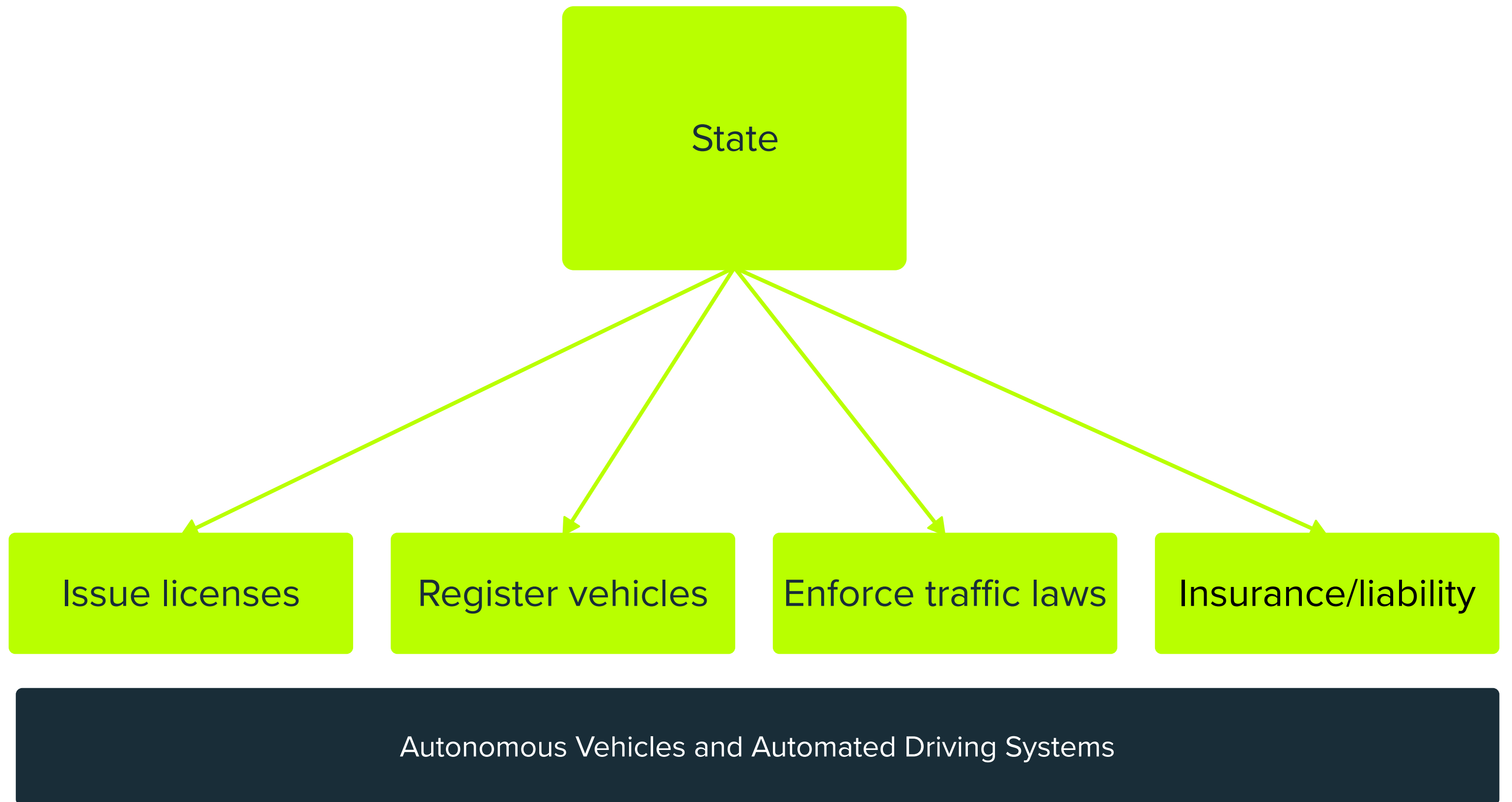
Issue licenses

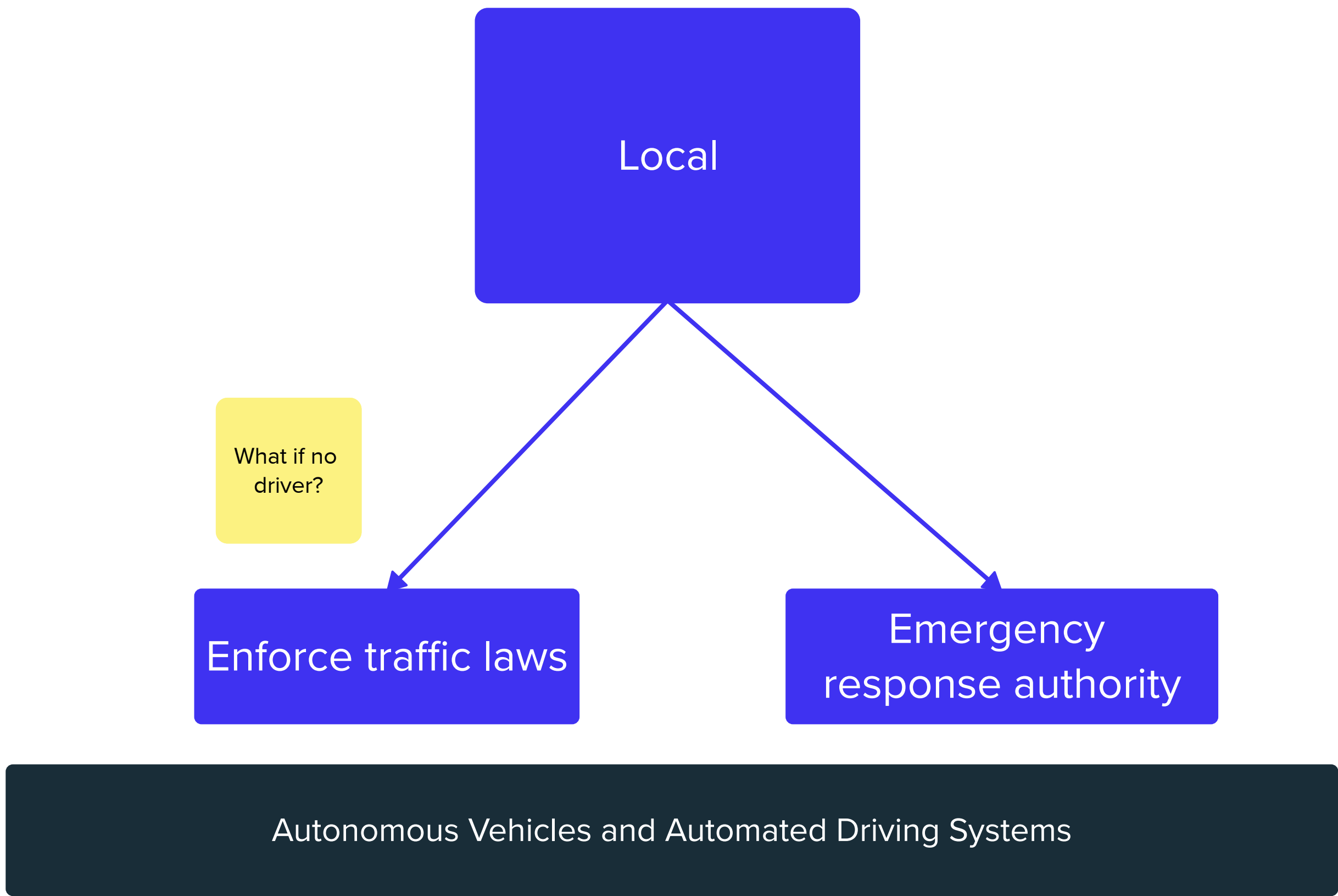
Register vehicles

Enforce traffic laws

Insurance/liability

Autonomous Vehicles and Automated Driving Systems





FLORIDA

Level of
Regulation

LOW

AV-specific
permit required

NO

Plain Language

Legal Excerpt

No human
operator
required at all

316.85 Autonomous vehicles; operation; compliance with traffic and motor vehicle laws; testing.—
(1) Notwithstanding any other law, a licensed human operator is not required to operate a fully autonomous vehicle 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.

ADS *is* the legal
driver (when
engaged)

(3)(a) For purposes of this chapter, unless the context otherwise requires, the automated driving system, when engaged, shall be deemed to be the operator of an autonomous vehicle, regardless of whether a person is physically present in the vehicle while the vehicle is operating with the automated driving system engaged.

Local gov
cannot regulate
AVs

(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. This subsection does not prohibit an airport or a seaport from charging reasonable fees consistent with any fees charged to companies that provide similar services at that airport or seaport for their use of the airport's or seaport's facilities, nor does it prohibit the airport or seaport from designating locations for staging, pickup, or other similar operations at the airport or seaport.

Teleoperation
allowed with no
human on-board

(5) 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 provided in s. ~~316.003~~(3)(c) for the purposes of ss. ~~316.062~~(5), ~~316.063~~(4), ~~316.065~~(5), ~~316.1975~~(3), and ~~316.303~~(1).

Crashes must
be reported per
usual statutes

§316.062(5) – Duty
to give information
and render aid

§316.063(4) – Duty
upon damaging
unattended vehicles/
property

§316.065(5) –
Crashes; reports;
written reports

Insurance
requirements

\$1M primary liability

Standard personal
injury protection

Uninsured and
underinsured vehicle
coverage as required

TEXAS

Level of
Regulation

LOW

AV-specific
permit required

L4/L5
authorization
coming in 2026

Regulating
Bodies

DMV

Plain Language

Legal Excerpt

Local gov
cannot regulate
AVs

(b) A political subdivision of this state or a state agency may not impose a franchise or other regulation related to the operation of an automated motor vehicle or automated driving system.

ADS *is* the legal
driver (when
engaged)

(2) the automated driving system is considered to be licensed to operate the vehicle.

No licensed
human required

(b) Notwithstanding any other law, a licensed human operator is not required to operate a motor vehicle if an automated driving system installed on the vehicle is engaged.

Must obey traffic laws, have a recording device, meet federal safety standards, registration & title, & have insurance coverage

(b) An automated motor vehicle may not operate on a highway in this state with the automated driving system engaged unless the vehicle is:

(1) capable of operating in compliance with applicable traffic and motor vehicle laws of this state, subject to this subchapter;

(2) equipped with a recording device, as defined by Section [547.615 \(Recording Devices\)](#)(a), installed by the manufacturer of the automated motor vehicle or automated driving system;

(3) equipped with an automated driving system in compliance with applicable federal law and federal motor vehicle safety standards;

If AV gets into a crash,
they have follow the
same reporting rules as
humans

In the event of a collision involving an automated motor vehicle, the automated motor vehicle or any human operator of the automated motor vehicle shall comply with Chapter [550 \(Collisions and Collision Reports\)](#).

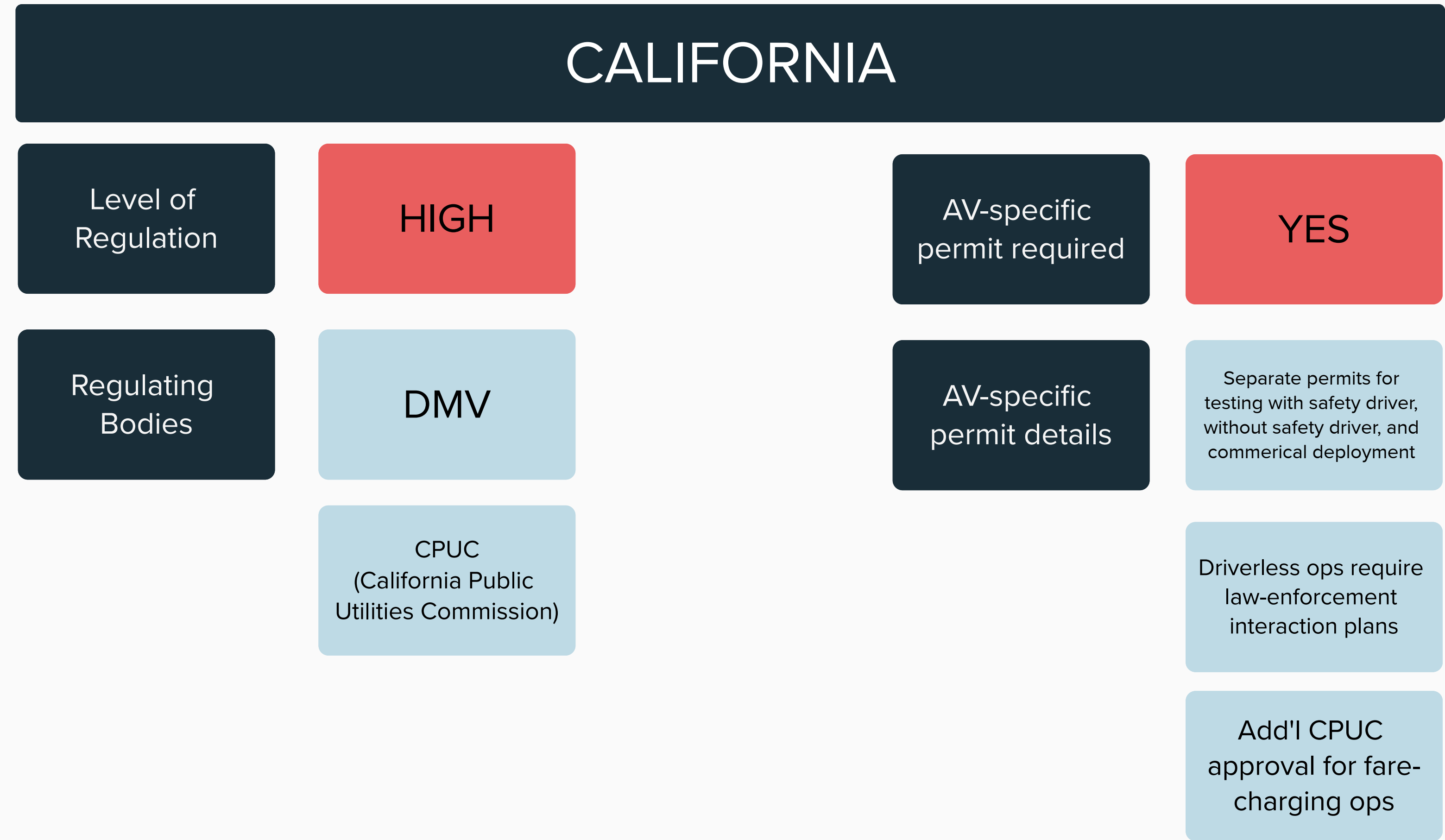
Authorization
does not expire

.(d) An authorization issued by the department under this section does not expire and remains active unless suspended, revoked, or canceled by the department.

[Senate Bill 2807](#),
passed by the Texas
Legislature in June
2025

TxDMV will
provide
authorization

Contact info, written statement
confirming vehicle meets
required conditions and that
you gave DPS first responder
plan



Plain Language	Excerpt
Local gov cannot regulate AVs	The DMV administers the Autonomous Vehicles Program and issues permits to manufacturers that test and deploy autonomous vehicles on California public roads. August 28, 2025 - SAN FRANCISCO– The California Public Utilities Commission (CPUC) today opened a new proceeding to continue its work to make comprehensive policies, processes, and rules guiding autonomous vehicle (AV) passenger transportation services. The new proceeding marks a critical step in advancing the safe, equitable, and transparent deployment of AV technologies in the state.
"Operator" is a person	(4) An “operator” of an autonomous vehicle is the person who is seated in the driver’s seat, or, if there is no person in the driver’s seat, causes the autonomous technology to engage.
You need a DMV testing permit and a safety driver unless it's a driverless testing permit Five million dollars (\$5,000,000) in insurance required	Cal. Code Regs. Tit. 13, § 227.04 - Requirements for a Manufacturer's Testing Permit Cal. Code Regs. Tit. 13, § 227.38 - Manufacturer's Permit to Test Autonomous Vehicles That Do Not Require a Driver Cal. Code Regs. Tit. 13, § 227.38 - Manufacturer's Permit to Test Autonomous Vehicles That Do Not Require a Driver
Must report crashes to DMV within 10 days (in addition to regular reporting)	A manufacturer whose autonomous vehicle while operating under a Manufacturer's Testing Permit or a Manufacturer's Testing Permit -- Driverless Vehicles is in any manner involved in a collision originating from the operation of the autonomous vehicle on a public road that resulted in the damage of property or in bodily injury or death shall report the collision to the department, within 10 days after the collision, on Report of Traffic Collision Involving an Autonomous Vehicle, form OL 316 (Rev. 7/2020) which is hereby incorporated by reference. Manufacturers may also choose to submit the form electronically via the
Must submit annual disengagement report	(b) Every manufacturer authorized under this article to test autonomous vehicles on public roads shall prepare and submit to the department an annual report summarizing the information compiled pursuant to subsection (a) by January 1st, of each year.
Authorization does not expire	Every Permit to Deploy Autonomous Vehicles on Public Streets issued under this article shall be valid until such time that it is suspended or revoked by the department pursuant to section 228.22 or surrendered by the manufacturer.

Local Influence Levers

