

CHAPTER.....

AN ACT relating to transportation; revising requirements for the testing or operation of an autonomous vehicle on a highway within this State; authorizing the use of driver-assistive platooning technology; authorizing the use of a fully autonomous vehicle to provide transportation services in certain circumstances by persons licensed by the Department of Motor Vehicles, Nevada Transportation Authority or Taxicab Authority; providing for the regulation of autonomous vehicle network companies; providing penalties; and providing other matters properly relating thereto.

Legislative Counsel's Digest:

Existing law requires the Department of Motor Vehicles to adopt regulations authorizing the operation of autonomous vehicles on highways within this State. (NRS 482A.100) Existing law also provides certain requirements which must be met before an autonomous vehicle is tested or operated on a highway within this State. (NRS 482A.060-482A.080) **Section 5.6** of this bill prohibits a local government from imposing a tax, fee or other requirement on an automated driving system or autonomous vehicle. **Section 5.8** of this bill requires a person responsible for the testing of an autonomous vehicle to report certain crashes to the Department. **Section 6** of this bill authorizes the Department to impose an administrative fine for violations of laws and regulations relating to autonomous vehicles. **Section 8** of this bill allows a fully autonomous vehicle to be tested or operated on a highway within this State with the automated driving system engaged and without a human operator if the vehicle is capable of achieving a minimal risk condition upon a failure of its automated driving system. **Section 9** of this bill allows an autonomous vehicle or fully autonomous vehicle to be tested or operated on a highway within this State if the vehicle satisfies certain requirements relating to safety if an automated driving system fails. **Section 9.5** of this bill extends immunity from liability for damages caused by modifications by an unauthorized third party to the original manufacturer or developer of an automated driving system. **Section 10** of this bill authorizes the Department to adopt certain regulations relating to autonomous vehicles. **Section 5.4** of this bill authorizes the use of driver-assistive platooning technology within this State. **Section 11.7** of this bill excludes a vehicle using driver-assistive platooning technology from the provisions of law prohibiting the driver of a vehicle from following another vehicle too closely. **Section 11.5** of this bill defines the term “driver” for the purposes of the traffic laws of this State to include the owner of a fully autonomous vehicle and the person who causes the automated driving system of any other autonomous vehicle to engage.

Existing law requires: (1) each person operating as a common, contract or private motor carrier in this State to obtain a license from the Department of Motor Vehicles; (2) each person who engages in the taxicab business in certain counties to hold a certificate of public convenience and necessity issued by the Public Service Commission of Nevada before July 1, 1981, or by the Taxicab Authority; and (3) each person who engages in the business of a transportation network company in this State to hold a permit issued by the Nevada Transportation Authority. (NRS 706.491, 706.881, 706.8827, 706A.110) **Sections 14.2-14.9** of this bill provide for



the permitting by the Nevada Transportation Authority of autonomous vehicle network companies and the regulation by the Authority of the provision of transportation services using fully autonomous vehicles in a manner generally consistent with the regulation of transportation network companies by the Authority. **Section 14.24** of this bill defines an “autonomous vehicle network company” as an entity that, for compensation, connects a passenger to a fully autonomous vehicle to provide transportation services. **Sections 14.03-14.09** of this bill impose an excise tax on the connection of a passenger to a fully autonomous vehicle for the purpose of providing transportation services in a manner generally consistent with similar excise taxes imposed on connections by common motor carriers, taxicabs and transportation network companies. **Section 14.9** of this bill requires an autonomous vehicle network company to maintain insurance for the payment of tort liabilities arising from the operation of a fully autonomous vehicle to provide transportation services. **Sections 21 and 31** of this bill require the Nevada Transportation Authority and the Taxicab Authority, respectively, to authorize a common motor carrier or contract motor carrier or a certificate holder to use one or more fully autonomous vehicles in certain circumstances. **Section 54** of this bill provides that a transportation network company may obtain a permit to operate an autonomous vehicle network company.

EXPLANATION – Matter in *bolded italics* is new; matter between brackets ~~omitted material~~ is material to be omitted.

THE PEOPLE OF THE STATE OF NEVADA, REPRESENTED IN
SENATE AND ASSEMBLY, DO ENACT AS FOLLOWS:

Section 1. Chapter 482A of NRS is hereby amended by adding thereto the provisions set forth as sections 2 to 6, inclusive, of this act.

Sec. 2. *“Driver-assistive platooning technology” means technology which enables two or more trucks or other motor vehicles to travel on a highway at electronically coordinated speeds in a unified manner at a following distance that is closer than would be reasonable and prudent without the use of the technology. The term does not include an automated driving system.*

Sec. 2.3. *“Dynamic driving task” means all of the real-time operational and tactical functions required to operate an autonomous vehicle in traffic on a highway. The term does not include functions relating to planning for the use of the vehicle, including, without limitation, the scheduling of a trip or the selection of a destination or waypoint.*

Sec. 2.5. *“Fully autonomous vehicle” means a vehicle equipped with an automated driving system which is designed to function at a level of driving automation of level 4 or 5 pursuant to SAE J3016.*

Sec. 2.7. *“Minimal risk condition” means a condition in which an autonomous vehicle operating without a human driver,*



upon experiencing a failure of its automated driving system that renders the autonomous vehicle unable to perform the dynamic driving task, achieves a reasonably safe state which may include, without limitation, bringing the autonomous vehicle to a complete stop.

Sec. 3. "Operational design domain" means a description of the specific domain or domains in which an automated driving system is designed to properly operate, including, without limitation, types of roadways, ranges of speed and environmental conditions.

Sec. 4. "SAE J3016" means the document published by SAE International on September 30, 2016, as "Taxonomy and Definitions for Terms Related to Driving Automation Systems for On-Road Motor Vehicles" or a document determined by the Department to be a subsequent version which is approved by the Department by regulation.

Secs. 5 and 5.2. (Deleted by amendment.)

Sec. 5.4. A truck or other motor vehicle may use driver-assistive platooning technology on a highway within this State only if the truck or other motor vehicle and the driver-assistive platooning technology are capable of being operated in compliance with the applicable motor vehicle laws and traffic laws of this State, unless the truck or other motor vehicle has been granted an exemption by the Department.

Sec. 5.6. 1. Notwithstanding any other provision of law and except as otherwise provided in this chapter, only the Department may adopt regulations or impose any requirement relating to the technology of an automated driving system or autonomous vehicle, and any such regulations adopted, ordinance enacted or requirement imposed by another governmental entity or local government is void.

2. A local government shall not impose any tax or fee or impose any other requirement on an automated driving system or autonomous vehicle or on a person who operates an autonomous vehicle.

Sec. 5.8. Any person responsible for the testing of an autonomous vehicle shall report to the Department, within 10 business days after a motor vehicle crash, any motor vehicle crash involving the testing of the autonomous vehicle which results in personal injury or property damage estimated to exceed \$750. The Department shall prescribe by regulation the information which must be included in such a report.



Sec. 6. 1. *The Department may impose an administrative fine, not to exceed \$2,500, for a violation of any provision of this chapter or any regulation adopted pursuant thereto.*

2. *In addition to any other penalty provided by this chapter, it is a gross misdemeanor for any person knowingly to falsify an application to obtain a license for an autonomous vehicle certification facility or any other document submitted to or issued by the Department pursuant to this chapter.*

Sec. 7. NRS 482A.010 is hereby amended to read as follows:

482A.010 As used in this chapter, unless the context otherwise requires, the words and terms defined in NRS 482A.025, 482A.030 and 482A.040 ***and sections 2 to 4, inclusive, of this act*** have the meanings ascribed to them in those sections.

Sec. 7.3. NRS 482A.025 is hereby amended to read as follows:

482A.025 ~~“Autonomous technology” means technology which is installed on a motor vehicle and which has the capability to drive the motor vehicle without the active control or monitoring of a human operator. The term does not include an active safety system or a system for driver assistance, including, without limitation, a system to provide electronic blind spot detection, crash avoidance, emergency braking, parking assistance, adaptive cruise control, lane keeping assistance, lane departure warning, or traffic jam and queuing assistance, unless any such system, alone or in combination with any other system, enables the vehicle on which the system is installed to be driven without the active control or monitoring of a human operator.~~ ***“Automated driving system” has the meaning ascribed to it in SAE J3016.***

Sec. 7.5. NRS 482A.030 is hereby amended to read as follows:

482A.030 “Autonomous vehicle” means a motor vehicle that is equipped with ~~autonomous technology~~ ***an automated driving system which is designed to function at a level of driving automation of level 3, 4 or 5 pursuant to SAE J3016. The term includes a fully autonomous vehicle.***

Sec. 7.7. NRS 482A.060 is hereby amended to read as follows:

482A.060 Before a person ~~for entity~~ begins testing an autonomous vehicle on a highway within this State, the person ~~for entity~~ must:

1. Submit to the Department proof of insurance or self-insurance acceptable to the Department in the amount of \$5,000,000; or



2. Make a cash deposit or post and maintain a surety bond or other acceptable form of security with the Department in the amount of \$5,000,000.

Sec. 8. NRS 482A.070 is hereby amended to read as follows:

482A.070 ~~HH~~

1. Except as otherwise provided in subsection 2, if an autonomous vehicle is being tested or operated on a highway within this State, a human operator must be:

~~HH~~ (a) Seated in a position which allows the human operator to take immediate manual control of the autonomous vehicle;

~~2. Monitoring the safe operation of the autonomous vehicle;~~

~~and~~
~~3. and~~

(b) Capable of taking over immediate manual control of the autonomous vehicle in the event of a failure of the ~~autonomous technology~~ automated driving system or other emergency.

2. A fully autonomous vehicle may be tested or operated on a highway within this State with the automated driving system engaged and without a human operator being present within the fully autonomous vehicle if the fully autonomous vehicle satisfies the requirements of paragraph (b) of subsection 2 of NRS 482A.080.

Sec. 9. NRS 482A.080 is hereby amended to read as follows:

482A.080 1. An autonomous vehicle shall not be registered in this State unless the autonomous vehicle ~~meets all federal standards and regulations that are applicable to a motor vehicle.~~ has affixed to it a label pursuant to 49 C.F.R. § 567.4.

2. ~~AA~~ *Except as otherwise provided in subsection 3, an autonomous vehicle shall not be tested or operated on a highway within this State with a human operator unless the autonomous vehicle is HH capable of operating in compliance with the applicable motor vehicle laws and traffic laws of this State, unless an exemption has been granted by the Department, and:*

(a) *If the autonomous vehicle is not a fully autonomous vehicle, the autonomous vehicle is:*

(1) Equipped with a means to engage and disengage the ~~autonomous technology~~ automated driving system which is easily accessible to the human operator of the autonomous vehicle;

~~HH~~ (2) Equipped with ~~a visual~~ an indicator located inside the autonomous vehicle which indicates when ~~autonomous technology~~ the automated driving system is operating the autonomous vehicle;

~~HH~~ and



(3) Equipped with a means to alert the human operator to take manual control of the autonomous vehicle if a failure of the ~~autonomous technology has been detected and such failure affects the ability of the autonomous technology to operate safely the autonomous vehicle;~~ and

~~—(d) Capable of being operated in compliance with the applicable motor vehicle laws and traffic laws of this State.] automated driving system occurs which renders the automated driving system unable to perform the dynamic driving task relevant to its intended operational design domain; and~~

(b) If the autonomous vehicle is a fully autonomous vehicle, the fully autonomous vehicle is capable of achieving a minimal risk condition if a failure of the automated driving system occurs which renders the automated driving system unable to perform the dynamic driving task relevant to its intended operational design domain.

3. If a federal law or regulation provides standards for the operation of an autonomous vehicle, an autonomous vehicle may be tested or used on a highway within this State with a human operator if the autonomous vehicle is capable of operating in compliance with the applicable motor vehicle laws and traffic laws of this State and such a federal law or regulation.

Sec. 9.5. NRS 482A.090 is hereby amended to read as follows:

482A.090 *1. The original manufacturer of a motor vehicle that has been converted by a third party into an autonomous vehicle is not liable for damages to any person injured due to a defect caused by the conversion of the motor vehicle ~~for by any equipment installed to facilitate the conversion~~ by the third party unless the defect that caused the injury was present in the vehicle as originally manufactured.*

2. The original manufacturer or developer of an automated driving system that has been modified by an unauthorized third party is not liable for damages to any person injured due to a defect caused by the modification of the automated driving system by the third party unless the defect that caused the injury was present in the automated driving system as originally manufactured or developed.

Sec. 10. NRS 482A.100 is hereby amended to read as follows:

482A.100 *1. The Department ~~shall~~ may adopt regulations ~~authorizing~~ relating to the operation and testing of autonomous vehicles on highways within the State of Nevada ~~which are consistent with this chapter and do not impose additional~~*



requirements upon the operation and testing of autonomous vehicles.

2. *A regulation adopted pursuant to subsection 1 shall not become effective until at least 180 days after the regulation is adopted by the Department.*

3. The regulations ~~{required to be}~~ adopted ~~{by}~~ pursuant to subsection 1 ~~{must}~~ *may*:

(a) ~~{Set forth requirements}~~ *Require* that an autonomous vehicle ~~{must meet}~~ *or automated driving system be certified to comply with the requirements of this chapter by the manufacturer of the autonomous vehicle, the manufacturer or developer of the automated driving system or an autonomous vehicle certification facility licensed pursuant to paragraph (c) before it may be operated on a highway within this State;*

(b) ~~{Set forth requirements for the insurance that is required to test or operate an autonomous vehicle on a highway within this State;}~~ *Include provisions relating to license plates for and the registration of autonomous vehicles and the licensing and training of drivers that do not conflict with this chapter or unreasonably impede the testing and operation of autonomous vehicles in this State; and*

(c) ~~{Establish minimum safety standards for autonomous vehicles and their operation;~~

~~—(d) Provide for the testing of autonomous vehicles;~~

~~—(e) Restrict the testing of autonomous vehicles to specified geographic areas; and~~

~~—(f) Set forth such other requirements as the Department determines to be necessary.}~~ *Provide for the licensing of autonomous vehicle certification facilities.*

Sec. 11. NRS 482A.200 is hereby amended to read as follows:

482A.200 ~~{The Department shall by regulation establish a driver's license endorsement for the operation of an autonomous vehicle on the highways of this State. The driver's license endorsement described in this section must, in its restrictions or lack thereof, recognize the fact that a person is not required to actively drive an autonomous vehicle.}~~ *No motor vehicle laws or traffic laws of this State shall be construed to require a human driver to operate a fully autonomous vehicle which is being operated by an automated driving system. The automated driving system of a fully autonomous vehicle shall, when engaged, be deemed to fulfill any physical acts which would otherwise be required of a human driver except those acts which by their nature can have no application to such a system.*



Sec. 11.5. NRS 484A.080 is hereby amended to read as follows:

484A.080 ~~["Driver"]~~

1. Except as otherwise provided in subsection 2, "driver" means every person who drives or is in actual physical control of a vehicle.

2. If a vehicle is an autonomous vehicle, as defined in NRS 482A.030, and the automated driving system, as defined in NRS 482A.025, of the autonomous vehicle is engaged, "driver" means a person who causes the automated driving system of the autonomous vehicle to engage.

3. If a vehicle is a fully autonomous vehicle, as defined in section 2.5 of this act, and the automated driving system, as defined in NRS 482A.025, of the fully autonomous vehicle is engaged, "driver" does not include a natural person who causes the automated driving system of the fully autonomous vehicle to engage unless the natural person is the owner of the fully autonomous vehicle.

Sec. 11.7. NRS 484B.127 is hereby amended to read as follows:

484B.127 1. The driver of a vehicle shall not follow another vehicle more closely than is reasonable and prudent, having due regard for the speed of such vehicles and the traffic upon and the condition of the highway.

2. The driver of any truck or combination of vehicles 80 inches or more in overall width, which is following a truck, or combination of vehicles 80 inches or more in overall width, shall, whenever conditions permit, leave a space of 500 feet so that an overtaking vehicle may enter and occupy such space without danger, but this shall not prevent a truck or combination of vehicles from overtaking and passing any vehicle or combination of vehicles. This subsection does not apply to any vehicle or combination of vehicles while moving on a highway on which there are two or more lanes available for traffic moving in the same direction.

3. Motor vehicles being driven upon any highway outside of a business district in a caravan or motorcade, whether or not towing other vehicles, shall be operated to allow sufficient space between each such vehicle or combination of vehicles so as to enable any other vehicle or combination of vehicles to enter and occupy such space without danger.

4. This section does not apply to a vehicle which is using driver-assistive platooning technology, as defined in section 2 of this act.



Sec. 12. NRS 484B.165 is hereby amended to read as follows:

484B.165 1. Except as otherwise provided in this section, a person shall not, while operating a motor vehicle on a highway in this State:

(a) Manually type or enter text into a cellular telephone or other handheld wireless communications device, or send or read data using any such device to access or search the Internet or to engage in nonvoice communications with another person, including, without limitation, texting, electronic messaging and instant messaging.

(b) Use a cellular telephone or other handheld wireless communications device to engage in voice communications with another person, unless the device is used with an accessory which allows the person to communicate without using his or her hands, other than to activate, deactivate or initiate a feature or function on the device.

2. The provisions of this section do not apply to:

(a) A paid or volunteer firefighter, emergency medical technician, advanced emergency medical technician, paramedic, ambulance attendant or other person trained to provide emergency medical services who is acting within the course and scope of his or her employment.

(b) A law enforcement officer or any person designated by a sheriff or chief of police or the Director of the Department of Public Safety who is acting within the course and scope of his or her employment.

(c) A person who is reporting a medical emergency, a safety hazard or criminal activity or who is requesting assistance relating to a medical emergency, a safety hazard or criminal activity.

(d) A person who is responding to a situation requiring immediate action to protect the health, welfare or safety of the driver or another person and stopping the vehicle would be inadvisable, impractical or dangerous.

(e) A person who is licensed by the Federal Communications Commission as an amateur radio operator and who is providing a communication service in connection with an actual or impending disaster or emergency, participating in a drill, test, or other exercise in preparation for a disaster or emergency or otherwise communicating public information.

(f) An employee or contractor of a public utility who uses a handheld wireless communications device:

(1) That has been provided by the public utility; and



(2) While responding to a dispatch by the public utility to respond to an emergency, including, without limitation, a response to a power outage or an interruption in utility service.

3. The provisions of this section do not prohibit the use of a voice-operated global positioning or navigation system that is affixed to the vehicle.

4. A person who violates any provision of subsection 1 is guilty of a misdemeanor and:

(a) For the first offense within the immediately preceding 7 years, shall pay a fine of \$50.

(b) For the second offense within the immediately preceding 7 years, shall pay a fine of \$100.

(c) For the third or subsequent offense within the immediately preceding 7 years, shall pay a fine of \$250.

5. A person who violates any provision of subsection 1 may be subject to any additional penalty set forth in NRS 484B.130 or 484B.135.

6. The Department of Motor Vehicles shall not treat a first violation of this section in the manner statutorily required for a moving traffic violation.

7. For the purposes of this section, a person shall be deemed not to be operating a motor vehicle if the motor vehicle is driven autonomously ~~through the use of artificial intelligence software~~ and the autonomous operation of the motor vehicle is authorized by law.

8. As used in this section:

(a) “Handheld wireless communications device” means a handheld device for the transfer of information without the use of electrical conductors or wires and includes, without limitation, a cellular telephone, a personal digital assistant, a pager and a text messaging device. The term does not include a device used for two-way radio communications if:

(1) The person using the device has a license to operate the device, if required; and

(2) All the controls for operating the device, other than the microphone and a control to speak into the microphone, are located on a unit which is used to transmit and receive communications and which is separate from the microphone and is not intended to be held.

(b) “Public utility” means a supplier of electricity or natural gas or a provider of telecommunications service for public use who is subject to regulation by the Public Utilities Commission of Nevada.

Secs. 13 and 14. (Deleted by amendment.)



Sec. 14.01. Chapter 372B of NRS is hereby amended by adding thereto the provisions set forth as sections 14.03 and 14.05 of this act.

Sec. 14.03. *“Autonomous vehicle network company” has the meaning ascribed to it in section 14.24 of this act.*

Sec. 14.05. 1. *In addition to any other fee or assessment imposed pursuant to this chapter, an excise tax is hereby imposed on the use of a dispatch center, software application or other digital means by an autonomous vehicle network company to connect a passenger to a fully autonomous vehicle for the purpose of providing transportation services at the rate of 3 percent of the total fare charged for transportation services, which must include, without limitation, all fees, surcharges, technology fees, convenience charges for the use of a credit or debit card and any other amount that is part of the fare. The Department shall charge and collect from each autonomous vehicle network company the excise tax imposed by this subsection.*

2. The excise tax collected by the Department pursuant to subsection 1 must be deposited with the State Treasurer in accordance with the provisions of NRS 372B.170.

3. As used in this section, “fully autonomous vehicle” has the meaning ascribed to it in section 2.5 of this act.

Sec. 14.07. NRS 372B.010 is hereby amended to read as follows:

372B.010 As used in this chapter, unless the context otherwise requires, the words and terms defined in NRS 372B.020 to 372B.090, inclusive, *and section 14.03 of this act* have the meanings ascribed to them in those sections.

Sec. 14.09. NRS 372B.070 is hereby amended to read as follows:

372B.070 “Taxpayer” means : ~~{a:}~~

1. ~~{Common}~~ *An autonomous vehicle network company;*

2. *A common* motor carrier of passengers;

~~{2. Taxicab;}~~

3. *A taxicab;* or

~~{3. Transportation}~~

4. *A transportation* network company.

Sec. 14.1. Title 58 of NRS is hereby amended by adding thereto a new chapter to consist of the provisions set forth as sections 14.2 to 14.9, inclusive, of this act.

Sec. 14.2. *As used in this chapter unless the context otherwise requires, the words and terms defined in sections 14.22*



to 14.28, inclusive, of this act have the meanings ascribed to them in those sections.

Sec. 14.22. "Authority" means the Nevada Transportation Authority.

Sec. 14.24. "Autonomous vehicle network company" or "company" means an entity that, for compensation, connects a passenger to a fully autonomous vehicle which can provide transportation services to the passenger.

Sec. 14.26. "Fully autonomous vehicle" has the meaning ascribed to it in section 2.5 of this act.

Sec. 14.28. "Transportation services" means the transportation of one or more passengers between points chosen by the passenger or passengers using a fully autonomous vehicle. The term includes only the period beginning when a company accepts a request to provide transportation for one or more passengers using a fully autonomous vehicle and ending when all of the passengers fully disembark from the fully autonomous vehicle.

Sec. 14.3. The provisions of this chapter do not apply to:

1. Common motor carriers or contract motor carriers that are providing transportation services pursuant to a contract with the Department of Health and Human Services entered into pursuant to NRS 422.27495.

2. A person who provides a method to enable persons who are interested in sharing expenses for transportation to a destination, commonly known as carpooling, to connect with each other, regardless of whether a fee is charged by the person who provides the method.

Sec. 14.33. 1. Except as otherwise provided in subsection 2, the provisions of this chapter do not exempt any person from any law governing the operation of a motor vehicle upon the highways of this State.

2. An autonomous vehicle network company which holds a valid permit issued by the Authority pursuant to this chapter and each fully autonomous vehicle operated by such a company are exempt from:

(a) The provisions of chapter 704 of NRS relating to public utilities; and

*(b) The provisions of chapters 706 and 706A of NRS,
↳ to the extent that the services provided by the company are within the scope of the permit.*

Sec. 14.37. 1. The Authority shall adopt such regulations as are necessary to carry out the provisions of this chapter.



2. The regulations adopted by the Authority pursuant to this section must not conflict with or regulate any matter described in chapter 482A of NRS.

Sec. 14.5. 1. An autonomous vehicle network company shall not engage in business in this State unless the company holds a valid permit issued by the Authority pursuant to this chapter.

2. The Authority is authorized and empowered to regulate, pursuant to the provisions of this chapter, all autonomous vehicle network companies who operate or wish to operate within this State. The Authority shall not apply any provision of chapter 706 of NRS to an autonomous vehicle network company who operates, or a fully autonomous vehicle operated by a company, within the provisions of this chapter and the regulations adopted pursuant thereto.

3. A person who is regulated pursuant to chapter 706 of NRS and who holds a valid permit issued pursuant to subsection 1 may apply to the Authority for a permit to use autonomous vehicles to provide transportation services. A person who holds a permit to use autonomous vehicles to provide transportation services:

(a) May combine the operations of an autonomous vehicle network company and a business regulated pursuant to chapter 706 of NRS; and

(b) Must comply with all requirements of this chapter and chapter 706 of NRS which apply to such combined operations.

4. Nothing in this chapter prohibits a company from collaborating to provide transportation services with any other person authorized to provide such services pursuant to this chapter or chapter 706 or 706A of NRS.

Sec. 14.53. A person who desires to operate an autonomous vehicle network company in this State must submit to the Authority an application for the issuance of a permit to operate an autonomous vehicle network company. The application must be in the form required by the Authority and must include such information as the Authority, by regulation, determines is necessary to prove the person meets the requirements of this chapter for the issuance of a permit.

Sec. 14.55. 1. Upon receipt of a completed application and upon a determination by the Authority that an applicant meets the requirements for the issuance of a permit to operate an autonomous vehicle network company, the Authority shall issue to the applicant within 30 days a permit to operate an autonomous vehicle network company in this State.



2. *In accordance with the provisions of this chapter, a permit issued pursuant to this section:*

(a) *Authorizes an autonomous vehicle network company to use a dispatch center, software application or other digital means to connect passengers to a fully autonomous vehicle which can provide transportation services to the passenger.*

(b) *Does not authorize an autonomous vehicle network company to engage in any activity otherwise regulated pursuant to chapter 706 or 706A of NRS other than the activity authorized by this chapter.*

3. *Nothing in this chapter prohibits the issuance of a permit to operate an autonomous vehicle network company to a person who is regulated pursuant to chapter 706 or 706A of NRS if the person submits an application pursuant to section 14.53 of this act and meets the requirements for the issuance of a permit.*

Sec. 14.57. 1. *The Authority shall charge and collect a fee, in an amount established by the Authority by regulation, from each applicant for a permit to operate an autonomous vehicle network company in this State. The fee required by this subsection is not refundable. The Authority shall not issue a permit to operate an autonomous vehicle network company in this State unless the applicant has paid the fee required by this subsection.*

2. *For each year after the year in which the Authority issues a permit to an autonomous vehicle network company, the Authority shall levy and collect an annual assessment from the autonomous vehicle network company at a rate determined by the Authority based on the gross operating revenue derived from the intrastate operations of the autonomous vehicle network company in this State.*

3. *The annual assessment levied and collected by the Authority pursuant to subsection 2 must be used by the Authority for the regulation of autonomous vehicle network companies.*

Sec. 14.7. *An autonomous vehicle network company shall appoint and keep in this State a registered agent as provided in NRS 14.020.*

Sec. 14.71. 1. *In accordance with the provisions of this chapter, an autonomous vehicle network company which holds a valid permit issued by the Authority pursuant to this chapter may charge a fare for transportation services.*

2. *If a fare is charged for transportation services provided to passengers, the company must disclose the rates charged by the company and the method by which the amount of a fare is calculated:*



(a) *On an Internet website maintained by the company; or*
(b) *Within the software application or other digital means used by the company to connect passengers to fully autonomous vehicles.*

3. *If a fare is charged for transportation services provided to passengers, the company must offer to each passenger the option to receive, before the passenger enters the fully autonomous vehicle of the company, an estimate of the amount of the fare that will be charged to the passenger.*

4. *An autonomous vehicle network company may accept payment of a fare only electronically. An autonomous vehicle network company shall not solicit or accept cash as payment of a fare.*

5. *An autonomous vehicle network company shall not impose any additional charge for providing transportation services to a person with a physical disability because of the disability.*

6. *The Authority may adopt regulations establishing a maximum fare that may be charged during an emergency, as defined in NRS 414.0345.*

Sec. 14.72. 1. *An autonomous vehicle network company shall not connect a fully autonomous vehicle to a potential passenger if the fully autonomous vehicle is not in compliance with the requirements of chapter 482A of NRS.*

2. *An autonomous vehicle network company shall inspect or cause to be inspected every fully autonomous vehicle used to provide transportation services before using the fully autonomous vehicle to provide transportation services and not less than once each year thereafter.*

3. *The inspection required by subsection 2 must ensure the proper functioning and safety of the fully autonomous vehicle pursuant to chapter 482A of NRS and any applicable federal law or regulation.*

Sec. 14.73. 1. *An autonomous vehicle network company shall adopt a policy which prohibits discrimination against a passenger or potential passenger on account of national origin, religion, age, disability, sex, race, color, sexual orientation or gender identity or expression.*

2. *An autonomous vehicle network company shall provide to each passenger an opportunity to indicate whether the passenger requires transportation in a fully autonomous vehicle that is wheelchair accessible. If the company cannot provide the passenger with transportation services in a fully autonomous vehicle that is wheelchair accessible, the company must direct the*



passenger to an alternative provider or means of transportation that is wheelchair accessible, if available.

Sec. 14.74. *For each instance in which an autonomous vehicle network company uses a fully autonomous vehicle to provide transportation services to a passenger, the company shall provide to the passenger, before the passenger enters the fully autonomous vehicle, the license plate number of the fully autonomous vehicle. The information required by this section must be provided to the passenger:*

- 1. On an Internet website maintained by the company; or*
- 2. Within the software application or other digital means used by the company to connect passengers to fully autonomous vehicles.*

Sec. 14.75. *An autonomous vehicle network company which connected a passenger to a fully autonomous vehicle shall, within a reasonable period following the provision of transportation services to the passenger, transmit to the passenger an electronic receipt, which must include, without limitation:*

- 1. A description of the point of origin and the destination of the transportation services;*
- 2. The total time for which transportation services were provided;*
- 3. The total distance traveled; and*
- 4. An itemization of the fare, if any, charged for the transportation services.*

Sec. 14.76. *An autonomous vehicle network company may enter into a contract with any agency of the Department of Health and Human Services to provide assistance in transportation pursuant to the programs administered by the agency.*

Sec. 14.77. *1. An autonomous vehicle network company shall maintain the following records relating to the business of the company for a period of at least 3 years after the date on which the record is created:*

- (a) Trip records;*
- (b) Vehicle inspection records;*
- (c) Records of each complaint and the resolution of each complaint; and*
- (d) Records of each accident or other incident that involved a fully autonomous vehicle and was reported to the company.*

2. Each autonomous vehicle network company shall make its records available for inspection by the Authority upon request and only as necessary for the Authority to investigate complaints. This subsection does not require a company to make any proprietary



information available to the Authority. Any records provided to the Authority are confidential and must not be disclosed other than to employees of the Authority.

Sec. 14.78. *1. Each autonomous vehicle network company shall:*

(a) Keep uniform and detailed accounts of all business transacted in this State and provide such accounts to the Authority upon request;

(b) On or before May 15 of each year, provide an annual report to the Authority regarding all business conducted by the company in this State during the preceding calendar year; and

(c) Provide the information determined by the Authority to be necessary to verify the collection of money owed to the State.

2. The Authority shall adopt regulations setting forth the form and contents of the information required to be provided pursuant to subsection 1.

3. If the Authority determines that an autonomous vehicle network company has failed to include information in its accounts or the report required pursuant to subsection 1, the Authority shall notify the company to provide such information. A company which receives a notice pursuant to this subsection shall provide the specified information within 15 days after receipt of such a notice.

4. All information required to be provided pursuant to this section must be signed by an officer or agent of, or other person authorized by, the autonomous vehicle network company under oath.

Sec. 14.79. *Except as otherwise provided in this section, an autonomous vehicle network company shall not disclose to any person the personally identifiable information of a passenger who received services from the company unless:*

1. The disclosure is otherwise required by law;

2. The company determines that disclosure is required to protect or defend the terms of use of the services or to investigate violations of those terms of use; or

3. The passenger consents to the disclosure.

Sec. 14.8. *Each autonomous vehicle network company shall:*

1. Provide notice of the contact information of the Authority on an Internet website maintained by the company or within the software application or other digital means used by the company to connect passengers to fully autonomous vehicles; and

2. Create a system to receive and address complaints from consumers which is available during normal business hours in this State.



Sec. 14.82. *1. Each autonomous vehicle network company shall provide to the Authority reports containing information relating to motor vehicle crashes which occurred in this State while a fully autonomous vehicle was providing transportation services. The reports required by this subsection must contain the information identified in subsection 2 and be submitted:*

(a) For all crashes that occurred during the first 6 months that the company operates within this State, not later than 7 months after the date the company was issued a permit.

(b) For all crashes that occurred during the first 12 months that the company operates within this State, not later than 13 months after the date the company was issued a permit.

2. The reports submitted pursuant to subsection 1 must include, for the period of time specified in subsection 1:

(a) The number of motor vehicle crashes which occurred in this State involving such a fully autonomous vehicle;

(b) The highest, lowest and average amount paid for bodily injury or death to one or more persons that occurred as a result of such a crash; and

(c) The highest, lowest and average amount paid for damage to property that occurred as a result of such a crash.

3. Except as otherwise provided in this subsection, any records provided to the Authority are confidential and must not be disclosed other than to employees of the Authority. The Authority shall collect the reports submitted by autonomous vehicle network companies pursuant to subsection 1 and determine whether the limits of coverage required pursuant to section 14.9 of this act are sufficient. The Authority shall submit a report stating whether the limits of coverage required pursuant to section 14.9 of this act are sufficient and containing the information, in an aggregated format which does not reveal the identity of any person, submitted by autonomous vehicle network companies pursuant to subsection 1 since the last report of the Authority pursuant to this subsection:

(a) To the Legislative Commission on or before December 1 of each odd-numbered year.

(b) To the Director of the Legislative Counsel Bureau for transmittal to the Legislature on or before December 1 of each even-numbered year.

Sec. 14.84. *1. With respect to a passenger's destination when using a fully autonomous vehicle provided by the company, an autonomous vehicle network company shall not:*

(a) Deceive or attempt to deceive any passenger who rides or desires to ride in the vehicle.



(b) Convey or attempt to convey any passenger to a destination other than the one directed by the passenger.

(c) Take a longer route to the passenger's destination than is necessary, unless specifically requested to do so by the passenger.

2. The Authority shall not consider any action taken by a fully autonomous vehicle which is consistent with its operational design domain, as defined in section 3 of this act, or technological capabilities as a violation of subsection 1.

3. As used in this section, "longer route to the passenger's destination" means any route other than that which would result in the lowest fare to the passenger.

Sec. 14.86. *1. If the Authority determines that an autonomous vehicle network company has violated the terms of a permit issued pursuant to this chapter or any other provision of this chapter or any regulations adopted pursuant thereto, the Authority may, depending on whether the violation was committed by the company or a fully autonomous vehicle used by the company, or both:*

(a) If the Authority determines that the violation is willful and endangers public safety in a manner unrelated to the provisions of chapter 482A of NRS, suspend or revoke the permit issued to the company;

(b) If the Authority determines that the violation is willful and endangers public safety in a manner unrelated to the provisions of chapter 482A of NRS, impose against the company an administrative fine in an amount not to exceed \$100,000 per violation; or

(c) Impose any combination of the penalties provided in paragraphs (a) and (b).

2. To determine the amount of an administrative fine imposed pursuant to paragraph (b) or (c) of subsection 1, the Authority shall consider:

(a) The size of the company;

(b) The severity of the violation;

(c) Any good faith efforts by the company to remedy the violation;

(d) The history of previous violations by the company; and

(e) Any other factor that the Authority determines to be relevant.

3. Notwithstanding the provisions of NRS 193.170, a person who violates any provision of this chapter is not subject to any criminal penalty for such a violation.



Sec. 14.88. *1. Except as otherwise provided in subsection 2, a local governmental entity shall not:*

(a) Impose any tax or fee on an autonomous vehicle network company operating within the scope of a valid permit issued by the Authority pursuant to this chapter or a fully autonomous vehicle used by such a company to provide transportation services.

(b) Require an autonomous vehicle network company operating within the scope of a valid permit issued by the Authority pursuant to this chapter to obtain from the local government any certificate, license or permit to operate within that scope.

(c) Impose any other requirement upon an autonomous vehicle network company which is not of general applicability to all persons who operate a motor vehicle within the jurisdiction of the local government.

2. Nothing in this section:

(a) Prohibits a local governmental entity from requiring an autonomous vehicle network company to obtain from the local government a business license or to pay any business license fee in the same manner that is generally applicable to any other business that operates within the jurisdiction of the local government.

(b) Prohibits an airport or its governing body from requiring an autonomous vehicle network company to:

(1) Obtain a permit or certification to operate at the airport;

(2) Pay a fee to operate at the airport; or

(3) Comply with any other requirement to operate at the airport.

(c) Exempts a fully autonomous vehicle used by a company from any tax imposed pursuant to NRS 354.705, 371.043 or 371.045.

3. The provisions of this chapter do not exempt any person from the requirement to obtain a state business license issued pursuant to chapter 76 of NRS.

Sec. 14.9. *Each autonomous vehicle network company shall maintain insurance provided by an insurance company licensed by the Division of Insurance of the Department of Business and Industry and approved to do business in this State or a broker licensed pursuant to chapter 685A of NRS, procured directly from a nonadmitted insurer, as defined in NRS 685A.0375, or a program of self-insurance which meets criteria established by the Authority in an amount of \$1,500,000 or more for bodily injury to or death of one or more persons and injury to or destruction of property of others in any one accident or motor vehicle crash that*



occurs while providing transportation services using a fully autonomous vehicle pursuant to this chapter.

Sec. 15. Chapter 706 of NRS is hereby amended by adding thereto the provisions set forth as sections 16 to 34, inclusive, of this act.

Sec. 16. (Deleted by amendment.)

Sec. 17. *“Fully autonomous vehicle” has the meaning ascribed to it in section 2.5 of this act.*

Secs. 18-20. (Deleted by amendment.)

Sec. 21. 1. *The Authority shall authorize a common motor carrier or contract motor carrier to use one or more fully autonomous vehicles to transport passengers if:*

(a) The fully autonomous vehicles comply with the provisions of chapter 482A of NRS and the regulations adopted pursuant thereto;

(b) The motor carrier holds a permit issued pursuant to section 14.55 of this act as an autonomous vehicle network company and a permit to use autonomous vehicles to provide transportation services pursuant to section 14.5 of this act; and

(c) The fully autonomous vehicles will comply with the requirements of NRS 706.011 to 706.791, inclusive, and sections 16 to 25, inclusive, of this act, and any regulations adopted pursuant thereto.

2. *A common motor carrier or contract motor carrier may use one or more fully autonomous vehicles to transport property if the fully autonomous vehicles:*

(a) Comply with the provisions of chapter 482A of NRS and the regulations adopted pursuant thereto; and

(b) Will comply with the applicable requirements of NRS 706.011 to 706.791, inclusive, and sections 16 to 25, inclusive, of this act, and any regulations adopted pursuant thereto.

Secs. 22-26. (Deleted by amendment.)

Sec. 27. *“Fully autonomous vehicle” has the meaning ascribed to it in section 2.5 of this act.*

Secs. 28-30. (Deleted by amendment.)

Sec. 31. *The Taxicab Authority shall authorize a certificate holder to use one or more fully autonomous vehicles if:*

1. *The fully autonomous vehicles comply with the provisions of chapter 482A of NRS and the regulations adopted pursuant thereto;*

2. *The certificate holder holds a permit issued pursuant to section 14.55 of this act as an autonomous vehicle network*



company and a permit to use autonomous vehicles to provide transportation services pursuant to section 14.5 of this act; and

3. The fully autonomous vehicles will comply with the requirements of sections 706.881 to 706.885, inclusive, and sections 26 to 34, inclusive, of this act, and any regulations adopted pursuant thereto.

Secs. 32-34. (Deleted by amendment.)

Sec. 35. NRS 706.011 is hereby amended to read as follows:

706.011 As used in NRS 706.011 to 706.791, inclusive, *and sections 16 to 25, inclusive, of this act*, unless the context otherwise requires, the words and terms defined in NRS 706.013 to 706.146, inclusive, *and sections 16 to 20, inclusive, of this act* have the meanings ascribed to them in those sections.

Secs. 36-39. (Deleted by amendment.)

Sec. 40. NRS 706.881 is hereby amended to read as follows:

706.881 1. The provisions of NRS 372B.160 and 706.8811 to 706.885, inclusive, *and sections 26 to 34, inclusive, of this act* apply to any county:

(a) Whose population is 700,000 or more; or

(b) For whom regulation by the Taxicab Authority is not required, if the board of county commissioners of the county has enacted an ordinance approving the inclusion of the county within the jurisdiction of the Taxicab Authority.

2. Upon receipt of a certified copy of such an ordinance from a county for whom regulation by the Taxicab Authority is not required, the Taxicab Authority shall exercise its regulatory authority pursuant to NRS 706.8811 to 706.885, inclusive, *and sections 26 to 34, inclusive, of this act* within that county.

3. Within any such county, the provisions of this chapter which confer regulatory authority over taxicab motor carriers upon the Nevada Transportation Authority do not apply.

Sec. 41. NRS 706.8811 is hereby amended to read as follows:

706.8811 As used in NRS 706.881 to 706.885, inclusive, *and sections 26 to 34, inclusive, of this act*, unless the context otherwise requires, the words and terms defined in NRS 706.8812 to 706.8817, inclusive, *and sections 26 to 30, inclusive, of this act* have the meanings ascribed to them in those sections.

Secs. 42-47. (Deleted by amendment.)

Sec. 48. Chapter 706A of NRS is hereby amended by adding thereto the provisions set forth as sections 49 to 57, inclusive, of this act.

Secs. 49-53. (Deleted by amendment.)



Sec. 54. *Nothing in this chapter shall be construed to prohibit a transportation network company from obtaining a permit to act as an autonomous vehicle network company pursuant to section 14.55 of this act and providing, within the scope of such a permit, the services authorized by sections 14.2 to 14.9, inclusive, of this act.*

Secs. 55-69. (Deleted by amendment.)

Sec. 69.3. The Department of Motor Vehicles and the Nevada Transportation Authority shall, on or before January 1, 2018, adopt any regulations which are required by or necessary to carry out the provisions of this act.

Sec. 69.5. 1. Notwithstanding the provisions of section 14.55 of this act to the contrary and any regulation adopted by the Nevada Transportation Authority pursuant to sections 14.2 to 14.9, inclusive, of this act, the Nevada Transportation Authority shall issue a permit to operate an autonomous vehicle network company to any person who, on or before January 1, 2018, demonstrates to the Nevada Transportation Authority that the person meets the requirements of sections 14.2 to 14.9, inclusive, of this act to operate an autonomous vehicle network company, regardless of whether such a person has submitted a completed application, and may commence operations in this State immediately upon being issued a permit.

2. Notwithstanding the effective date of any regulation adopted by the Nevada Transportation Authority pursuant to sections 14.2 to 14.9, inclusive, of this act on or before January 1, 2018, an autonomous vehicle network company issued a permit pursuant to subsection 1 must not be required to comply with the provisions of the regulation until 180 days after the regulation is filed with the Secretary of State.

3. A permit issued pursuant to subsection 1 expires on the date 180 days after a regulation adopted by the Nevada Transportation Authority to carry out the provisions of sections 14.2 to 14.9, inclusive, of this act is filed with the Secretary of State. If a person who holds such a permit wishes to continue to operate an autonomous vehicle network company, the person must apply for and be issued a permit pursuant to sections 14.2 to 14.9, inclusive, of this act and the regulations adopted pursuant thereto.

4. As used in this section, “autonomous vehicle network company” has the meaning ascribed to it in section 14.24 of this act.

Sec. 69.7. The provisions of subsection 1 of NRS 218D.380 do not apply to any provision of this act which adds or revises a requirement to submit a report to the Legislature.



Sec. 70. This act becomes effective upon passage and approval.

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