



## Executive Summary

Autonomous vehicle legislation is advancing across the United States, with 86 bills introduced in 30 states during the 2025 and 2026 sessions. The main policy areas addressed are operations, testing authorization, and development of regulatory frameworks. Most bills are pending, but the enactment of several measures highlights ongoing state-level efforts to refine AV regulations.

## Research Methods

Quorum 50-state review of recently proposed and enacted autonomous vehicle legislation.

## Findings and Analysis

Autonomous vehicles (AVs) use driver-assistance technologies to operate without a human driver.<sup>1</sup> Legislators across the United States are paying close attention to AV legislation to establish industry regulations. As of the time of the release of this information memorandum, 42 states have enacted AV-related legislation into their state statutes.<sup>23</sup> Among the eight states that do not currently have AV-related statutes, four have proposed legislation during the 2025 and 2026 legislative sessions.<sup>4</sup>

During the 2025 and 2026 legislative sessions, 86 AV-related bills have been proposed in 30 states.<sup>5</sup> Legislation topics include: AV Accessibility Requirements (1), AV Commercial Deployment (5), AV Delivery Regulation (2), AV Framework (14), AV Operations Regulation (20), AV Oversight (13), AV Safety Standards (7), AV Technology Requirements (3), AV Testing Authorization (14), and Vehicle Insurance Reform (7). Of these 86 bills: 3 have just been introduced; 40 are under review in committee; 1 has moved to a chamber for debate; 1 is awaiting a vote in its chamber; 1 is awaiting the Governor's signature; 7 have been enacted, 27 have died in committee; 4 failed in a chamber vote; 1 was vetoed by the Governor; and 1 is being carried over to the next session for further consideration.

Below is a summary of AV-related legislation proposed during the 2025 and 2026 legislative sessions throughout the United States:

<sup>1</sup> [Autonomous Vehicle Definition](#)

<sup>2</sup> Alabama, Arizona, Arkansas, California, Colorado, Connecticut, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Michigan, Minnesota, Mississippi, Montana, Nebraska, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, Vermont, Virginia, Washington, West Virginia, and Wisconsin

<sup>3</sup> [Autonomous Vehicles Legislation Database](#)

<sup>4</sup> Alaska, Delaware, Hawaii, and Massachusetts

<sup>5</sup> Alaska, Arizona, California, Colorado, Delaware, Florida, Georgia, Hawaii, Illinois, Indiana, Kentucky, Massachusetts, Maryland, Minnesota, Missouri, Mississippi, Montana, North Dakota, New Jersey, New Mexico, Nevada, New York, Oregon, Pennsylvania, Tennessee, Texas, Utah, Virginia, Washington, and Wisconsin.



State	Bill	Year	Status	Related to	Notes
AK	<a href="#">SB148</a>	2025	In Committee	AV Framework	Would establish a statewide legal framework governing the operation, registration, and liability of autonomous vehicles.
AZ	<a href="#">SB1417</a>	2026	In Committee	AV Operations Regulation	Would regulate the operation of autonomous vehicles, including conditions for driverless use and compliance with state traffic laws.
AZ	<a href="#">SB1320</a>	2025	<b>Enacted</b>	AV Framework	Expands statutory definitions to explicitly include autonomous and automated technologies within “implements of husbandry,” clarifying that agricultural vehicles may operate with automated driving systems under existing law.
AZ	<a href="#">SB1466</a>	2025	Died In Committee	AV Operations Regulation	Would have restricted autonomous vehicle operations by requiring a human safety operator for goods transport, limiting passenger use to non-commercial purposes, and maintaining state-level regulatory control.
CA	<a href="#">AB33</a>	2025	Died In Chamber	AV Delivery Regulation	Would have imposed restrictions and requirements on the use of autonomous vehicles for the delivery of goods and services.
CA	<a href="#">SB511</a>	2025	Died In Committee	AV Safety Standards	Would have established safety standards and operational requirements for autonomous vehicles, including system performance and compliance measures.
CA	<a href="#">SB1246</a>	2026	In Committee	AV Oversight	Would expand state oversight of autonomous vehicle deployment through regulatory authority, reporting, and program evaluation.
CA	<a href="#">SB480</a>	2025	<b>Enacted</b>	AV Technology Requirements	Authorizes autonomous vehicles to use standardized external marker lamps to signal when the automated driving system is engaged.
CO	<a href="#">HB1122</a>	2025	Vetoed	AV Operations Regulation	Would have required a human operator to be physically present in certain commercial vehicles using automated driving systems, particularly when transporting hazardous materials.
DE	<a href="#">SB46</a>	2025	Awaiting Chamber Vote	AV Testing Authorization	Would authorize the testing of autonomous vehicles under state-approved conditions, including permitting and safety requirements.
FL	<a href="#">SB1258</a>	2026	Died In Committee	AV Delivery Regulation	Would have restricted the use of autonomous vehicles for the delivery of goods without a human operator and would have required state evaluation of the impacts.
FL	<a href="#">HB1469</a>	2026	Died In Committee	AV Safety Standards	Would have imposed safety requirements on autonomous vehicles, including human operator presence and system performance standards.
FL	<a href="#">HB769</a>	2026	Died In Committee	AV Testing Authorization	Would have established a pilot program for testing autonomous vehicles, including authorization, oversight, and operational requirements.
FL	<a href="#">SB522</a>	2026	Died In Committee	Vehicle Insurance Reform	Would have revised motor vehicle insurance and financial responsibility requirements, including provisions applicable to autonomous vehicles.



GA	<a href="#">HR1371</a>	2026	In Committee	AV Oversight	Would establish a legislative study committee to examine autonomous vehicle technology, safety, and regulatory considerations.
HI	<a href="#">HB1797</a>	2026	In Committee	AV Operations Regulation	Would require a human safety operator in autonomous vehicles and sets operational conditions for their use on public roads.
IL	<a href="#">HB3044</a>	2025	In Committee	AV Safety Standards	Would establish safety standards and operational limitations for higher-level autonomous vehicles, including review and approval processes.
IL	<a href="#">HB1839</a>	2025	In Committee	AV Testing Authorization	Would create a pilot program authorizing the testing and deployment of autonomous vehicles with reporting and oversight requirements.
IL	<a href="#">HB2974</a>	2025	In Committee	AV Testing Authorization	Would establish a state program to authorize and oversee autonomous vehicle testing through registration and permitting requirements.
IL	<a href="#">HB5220</a>	2026	In Committee	AV Safety Standards	Would impose safety requirements on autonomous vehicles, including equipment standards, operator conditions, and certification requirements.
IL	<a href="#">SB3989</a>	2026	In Committee	AV Technology Requirements	Would impose technology-related restrictions on autonomous vehicles, including limitations on certain sensor components and equipment.
IL	<a href="#">HB4663</a>	2026	In Committee	AV Testing Authorization	Would authorize a state-managed pilot program for autonomous vehicle testing and phased deployment.
IL	<a href="#">HB4789</a>	2026	In Committee	AV Testing Authorization	Would establish a permitting framework for autonomous vehicle testing, including safety requirements and data reporting obligations.
IL	<a href="#">SB3308</a>	2026	In Committee	AV Testing Authorization	Would create a pilot program for autonomous vehicle testing with permitting, safety, and reporting requirements.
IL	<a href="#">SB3392</a>	2026	In Committee	AV Testing Authorization	Would authorize a pilot program for autonomous vehicle deployment, including oversight and operational requirements.
IN	<a href="#">HB1377</a>	2025	Died In Committee	AV Operations Regulation	Would have prohibited the operation of automated tractor-trailers transporting goods or passengers unless a qualified human operator is physically present to monitor and intervene.
KY	<a href="#">HB223</a>	2026	In Committee	AV Operations Regulation	Would regulate the operation of autonomous vehicles, including conditions for driverless use and compliance with state traffic laws.
KY	<a href="#">SB241</a>	2025	Died In Committee	AV Operations Regulation	Would have extended human operator requirements for heavy autonomous vehicles, increased insurance requirements, and clarified state and local regulatory authority over AV operations.
KY	<a href="#">HB252</a>	2025	Died In Committee	AV Operations Regulation	Would have allowed driverless autonomous vehicles under specified conditions while requiring human operators for heavy vehicles and prohibiting use for school transportation.



<b>KY</b>	<a href="#">HB379</a>	2025	Died In Committee	AV Operations Regulation	Would have prohibited school districts from using fully autonomous vehicles to transport students while maintaining existing operational requirements for AVs
<b>MA</b>	<a href="#">SB2379</a>	2025	In Committee	AV Framework	Would establish a comprehensive statutory framework governing autonomous vehicle definitions, operations, insurance, and statewide regulation.
<b>MA</b>	<a href="#">SB2393</a>	2025	In Committee	AV Safety Standards	Would impose safety standards on autonomous vehicles, including requirements for human operators in certain circumstances.
<b>MA</b>	<a href="#">HB3649</a>	2025	Died In Committee	AV Technology Requirements	Would have required autonomous vehicles to meet specified technology standards, including limitations based on vehicle type or emissions.
<b>MA</b>	<a href="#">HB1280</a>	2025	Died In Committee	Vehicle Insurance Reform	Would have established insurance and financial responsibility requirements for autonomous vehicles, including liability coverage standards.
<b>MD</b>	<a href="#">SB909</a>	2026	In Committee	AV Framework	Would create a comprehensive legal framework for the deployment of autonomous vehicles, including registration, insurance, and operational requirements.
<b>MD</b>	<a href="#">SB405</a>	2025	Died In Chamber	AV Oversight	Would have required human safety operators in certain cases and mandates reporting of collisions, disengagements, and other incidents involving autonomous vehicles.
<b>MD</b>	<a href="#">SB949</a>	2025	Died In Committee	AV Framework	Would have established statewide standards permitting driverless autonomous vehicle operation subject to safety certifications, reporting requirements, and state preemption of local restrictions.
<b>MN</b>	<a href="#">SF4731</a>	2026	In Committee	AV Accessibility Requirements	Would require autonomous vehicle fleets to include accessible vehicles and meet standards for individuals with disabilities.
<b>MN</b>	<a href="#">SF4010</a>	2026	In Committee	AV Operations Regulation	Would establish operational requirements and authorization procedures for autonomous vehicles on public roadways.
<b>MN</b>	<a href="#">SF4381</a>	2026	In Committee	AV Oversight	Would create a state advisory body to study autonomous vehicles and provide recommendations on policy and deployment.
<b>MN</b>	<a href="#">SF4618</a>	2026	In Committee	AV Testing Authorization	Would establish a permitting system for autonomous vehicle testing, including safety requirements and state oversight.
<b>MO</b>	<a href="#">SB1050</a>	2026	In Committee	AV Framework	Would establish a comprehensive statutory framework governing autonomous vehicle definitions, operations, insurance, and liability.
<b>MO</b>	<a href="#">HB2240</a>	2026	In Committee	AV Operations Regulation	Would require a human operator to be present in autonomous vehicles and restrict certain commercial uses without one.
<b>MO</b>	<a href="#">HB3034</a>	2026	In Committee	AV Operations Regulation	Would require a licensed driver to be present and able to control an autonomous vehicle at all times during operation.



MO	<a href="#">HB3365</a>	2026	In Committee	AV Oversight	Would authorize local governments to regulate or prohibit the operation of autonomous vehicles within their jurisdictions.
MO	<a href="#">HB1166</a>	2025	Died In Committee	AV Framework	Would have authorized driverless autonomous vehicles statewide, established operational and insurance requirements, and preempts local regulation of autonomous vehicle systems.
MS	<a href="#">SB2269</a>	2026	<b>Enacted</b>	AV Safety Standards	Requires autonomous vehicle operators to provide plans for law enforcement and first responder interactions.
MT	<a href="#">SB67</a>	2025	<b>Enacted</b>	AV Framework	Establishes a framework allowing the use of vehicles with automated driving systems on public highways, with rulemaking authority for state agencies.
MT	<a href="#">HB97</a>	2025	<b>Enacted</b>	AV Operations Regulation	Authorizes vehicle platooning using coordinated automated technology, subject to permitting and a state safety study.
ND	<a href="#">HB1037</a>	2025	Died In Committee	AV Oversight	Would have provided funding and established grant programs across multiple state agencies to support the adoption and use of autonomous vehicles and other autonomous technologies, along with a legislative study on their economic impacts.
ND	<a href="#">HB1614</a>	2025	Died In Committee	AV Oversight	Would have directed the Department of Transportation to study autonomous and semiautonomous vehicle technologies, including infrastructure readiness, liability, and data security, and to recommend a future regulatory framework.
NJ	<a href="#">A768</a>	2026	Introduced	AV Testing Authorization	Would authorize autonomous vehicle testing through a state permitting process with safety and reporting requirements.
NJ	<a href="#">S1677</a>	2026	Introduced	AV Testing Authorization	Would establish a state pilot program for autonomous vehicle testing with oversight and reporting requirements.
NJ	<a href="#">A1639</a>	2026	Introduced	Vehicle Insurance Reform	Would clarify that existing motor vehicle insurance requirements apply to autonomous vehicles.
NJ	<a href="#">A1589</a>	2025	Died In Committee	AV Testing Authorization	Would have authorized the testing and limited operation of autonomous vehicles on public roads subject to state approval, safety requirements, and insurance coverage.
NJ	<a href="#">A1591</a>	2025	Died In Committee	Vehicle Insurance Reform	Would have clarified that self-driving vehicles are subject to existing motor vehicle insurance requirements, including mandatory liability coverage.
NJ	<a href="#">A3757</a>	2025	Died In Committee	AV Oversight	Would have required the development of a statewide training program to prepare law enforcement officers to interact with autonomous vehicles safely.
NJ	<a href="#">S4702</a>	2025	Died In Committee	AV Testing Authorization	Would have created a statewide pilot program for testing fully autonomous vehicles with oversight, safety standards, and reporting requirements.
NM	<a href="#">HB148</a>	2025	Died In Committee	AV Operations Regulation	Would have created a comprehensive “Autonomous Vehicle Act” establishing definitions, operational



					requirements, testing standards, insurance requirements, and incident reporting for autonomous vehicles.
NV	<a href="#">SB395</a>	2025	Died In Committee	AV Safety Standards	Would have modified requirements for human operator presence in autonomous vehicles, particularly for heavy-duty and passenger vehicles.
NV	<a href="#">AB523</a>	2025	<b>Enacted</b>	Vehicle Insurance Reform	Revises insurance requirements and liability protections for transportation network companies and monitored autonomous vehicle providers.
NY	<a href="#">A793</a>	2025	In Committee	AV Commercial Deployment	Would establish a licensing and regulatory framework for autonomous vehicles used in for-hire passenger services.
NY	<a href="#">S2688</a>	2025	In Committee	AV Commercial Deployment	Would regulate the operation of autonomous vehicles used for for-hire transportation, including local licensing and operational requirements.
NY	<a href="#">A3650</a>	2025	Died In Chamber	AV Framework	Would have created a comprehensive statutory framework governing the deployment of autonomous vehicles, including operations, insurance, and liability.
NY	<a href="#">S344</a>	2025	In Committee	AV Framework	Would establish a comprehensive legal framework governing the operation, registration, and liability of autonomous vehicles.
NY	<a href="#">S7956</a>	2025	In Committee	AV Operations Regulation	Would require a human safety operator for certain autonomous vehicles based on vehicle type and use.
NY	<a href="#">A8109</a>	2025	In Committee	AV Oversight	Would establish a task force to study autonomous vehicle technology and provide policy recommendations.
NY	<a href="#">S9008</a>	2026	In Committee	AV Commercial Deployment	Would expand authorization for commercial autonomous vehicle operations, including for-hire services, within the state.
NY	<a href="#">A4901</a>	2025	In Committee	AV Framework	Would establish a full statutory framework for autonomous vehicle operation, including driverless operation, licensing, insurance, and crash responsibilities.
OR	<a href="#">HB4085</a>	2026	In Committee	AV Framework	Would establish a comprehensive statutory framework governing autonomous vehicle operations, insurance, and statewide regulation.
OR	<a href="#">HB2671</a>	2025	Died In Committee	AV Testing Authorization	Would have created a regulatory framework for testing highly automated vehicles, including permits, safety requirements, reporting, and operator responsibilities.
PA	<a href="#">HB1639</a>	2025	In Committee	AV Operations Regulation	Would clarify the legality of operating highly automated vehicles and the requirements for human drivers.
TN	<a href="#">SB310</a>	2025	In Committee	AV Operations Regulation	Would require a human driver to be present in certain commercial autonomous vehicle operations, including passenger and freight transport.
TN	<a href="#">SB2253</a>	2026	Awaiting Governor Approval	AV Operations Regulation	Would establish procedures for issuing and enforcing traffic violations involving autonomous vehicles, including owner responsibility.



<b>TX</b>	<a href="#">SB2425</a>	2025	Died In Committee	AV Framework	Would have regulated automated vehicles, including authorization, safety requirements, and commercial deployment.
<b>TX</b>	<a href="#">HB4402</a>	2025	Died In Committee	AV Operations Regulation	Would have revised rules regarding human operators and presence requirements for automated vehicles.
<b>TX</b>	<a href="#">HB5117</a>	2025	Died In Committee	Vehicle Insurance Reform	Would have defined liability by designating the automated-driving-system manufacturer as the operator in collisions.
<b>TX</b>	<a href="#">HB5426</a>	2025	Died In Committee	AV Commercial Deployment	Would have created a permitting and regulatory framework for driverless AV deployment, including reporting and testing requirements.
<b>UT</b>	<a href="#">HB581</a>	2026	Died In Chamber	AV Oversight	Would have directed state agencies to study autonomous vehicle deployment, including public transit applications and implementation considerations.
<b>UT</b>	<a href="#">SB292</a>	2026	<b>Enacted</b>	Vehicle Insurance Reform	Establishes liability standards and limits for autonomous vehicle manufacturers and operators, including damage caps.
<b>VA</b>	<a href="#">SB670</a>	2026	Carried to Next Session	AV Commercial Deployment	Would authorize the commercial operation of fully autonomous vehicles subject to certification, insurance, and operational requirements.
<b>VA</b>	<a href="#">HB179</a>	2026	In Committee	AV Oversight	Would establish a state advisory council to study and coordinate policies related to emerging technologies, including autonomous vehicles.
<b>VA</b>	<a href="#">HB1124</a>	2026	In Chamber	AV Oversight	Would direct a state work group to study the workforce impacts of autonomous vehicles and report findings.
<b>WA</b>	<a href="#">SB5042</a>	2025	In Committee	AV Operations Regulation	Would require a human safety operator to be physically present in autonomous vehicles during operation on public roads.
<b>WA</b>	<a href="#">SB6243</a>	2026	In Committee	AV Framework	Would establish a comprehensive statutory framework governing autonomous vehicle operations, including authorization, insurance, and preemption.
<b>WI</b>	<a href="#">SB831</a>	2026	In Committee	AV Oversight	Would create a state board to authorize and oversee autonomous vehicle operations through a permitting and review process.