THIRD READING

Bill No: SB 1315
Author: Cabaldon (D)
Amended: 4/13/26
Vote: 21

SENATE INSURANCE COMMITTEE: 6-0, 4/8/26
AYES: Padilla, Niello, Becker, Menjivar, Richardson, Rubio
NO VOTE RECORDED: Jones

SENATE TRANSPORTATION COMMITTEE: 12-0, 4/21/26
AYES: Cortese, Strickland, Archuleta, Arreguín, Blakespear, Dahle, Gonzalez, Grayson, Richardson, Seyarto, Valladares, Wiener
NO VOTE RECORDED: Menjivar

SENATE APPROPRIATIONS COMMITTEE: Senate Rule 28.8

**SUBJECT:** Drive My Car Act

**SOURCE:** Author

**DIGEST:** This bill requires an automobile manufacturer to notify the California Department of Insurance (CDI) and automobile insurers of software updates for vehicles equipped with advanced autonomous driving systems, as defined.

**ANALYSIS:**

Existing law:

1) Creates CDI, headed by the Insurance Commissioner.

2) Provides that CDI generally regulates the business of insurance, including automobile insurance.

3) Defines "autonomous vehicle" (AV) as a vehicle equipped with technology making it capable of operation that meets the definition of Levels 3, 4, or 5 of

the Society of Automotive Engineers (SAE) International's Taxonomy and Testing of Autonomous Vehicles Definitions for Terms Related to Driving Automation Systems for On-Road Motor Vehicles, standard J3016.

4) Defines within the Vehicle Code "advanced driver assistance system" (ADAS) as Level 2 of SAE International's Taxonomy and Definitions for Terms Related to Driving Automation Systems for On-Road Motor Vehicles, standard J3016.

5) Prohibits a vehicle from being equipped with a device that is specifically designed, marketed, or used for, neutralizing, disabling, or otherwise interfering with a driver monitoring system that is engaged when drivers are utilizing advanced driver assistance system features or autonomous technology, as defined.

This bill:

1) Defines "Advanced Autonomous Driving System" as a vehicle system that meets the definition of SAE Level 2, SAE Level 3 (Conditional Driving Automation), SAE Level 4 (High Driving Automation), or SAE Level 5 (Full Driving Automation), as defined by the Society of Automotive Engineers International standard J3016, as that standard may be amended from time to time.

2) Provides definitions for vehicles possessing automated driving systems from SAE Level 2 through SAE Level 5, as specified.

3) Requires an automobile manufacturer to notify CDI and automobile insurers of any software updates to vehicle models equipped with an advanced autonomous driving system.

4) Makes related findings and declarations.

**Background**

*AV regulation in California.* Under California law, AVs are defined as vehicles that meet SAE Level 3, 4, or 5 standards. This includes any vehicle that, at a minimum, can conduct most driving tasks by itself under certain environmental conditions without human intervention. Importantly, Level 3, 4, and 5 vehicles do not include common vehicle safety features such as automatic breaking, lane keep assist, or adaptive cruise control. Vehicles with these systems are considered Level

2 vehicles under SAE standards, and thus do not qualify as AVs. This extends to what are commonly referred to as "Level 2+" or "Level 2 ADAS" vehicles, that package many of these features together to offer AV-like services.

In 2012, the Legislature passed SB 1298 (Padilla, Chapter 570, Statutes of 2012) which permitted AVs to operate on public roads for testing by a driver under certain conditions. Since that time, AVs have been regulated by two state government entities. The Department of Motor Vehicles (DMV) regulates the testing, operation, and deployment of AVs, while the California Public Utilities Commission (CPUC) regulates commercial robotaxi services. In order for any AV manufacturer to apply for CPUC robotaxi permits, they must first have full DMV permits.

DMV offers two different types of AV permits. The first type is a testing permit, which allows manufacturers to test AVs on California roads for internal research purposes. The second type of permits are deployment permits, that allow manufacturers to deploy AVs on California roads more broadly for both private and commercial use. Currently, the DMV is undergoing new rounds of AV rulemaking. The set of proposed regulations is aimed at authorizing new permit types and tackling existing safety concerns. Primarily, these rules will add a new permit type for heavy-duty vehicles, over 10,000 pounds in gross weight, for commercial purposes. The rules are also focused on expanding data reporting, especially for deployment permits, improving law enforcement interactions with AVs, and requiring proper licensure for safety drivers.

*ADAS and ADS.* Under SAE AV definitions, there are key differences between each level of vehicular autonomy. Levels 1 and 2 provide ADAS features that offer assistance to a human driver such as lane-keeping assistance, adaptive cruise control, and automatic emergency braking. Ultimately, under levels 0-2, these technologies are intended to assist the human driver, require human supervision, and the driver remains responsible for vehicle operation. Under existing law and regulations, levels 0-2 vehicles are not considered AVs. On the other hand, automated driving systems (ADS) are technologies designed to perform the entire dynamic driving task without a human driver. ADS equipped vehicles can operate autonomously under a variety of conditions and are considered vehicles in levels 3 through level 5. Under levels 3 through 5, the ADS system takes full control of the vehicle and the human(s) in the vehicle is/are not completely responsible for the operation of the vehicle.

*Vehicle software upgrades and updates.* Most contemporary vehicles today possess some form of software to assist with the operation of a vehicle. Based on the vehicle's SAE classification, the software and hardware in the vehicle will gradually be more complex and sophisticated. For example, with Level 2 ADAS vehicles, software is utilized to enhance the vehicle's capabilities and safety features. Updates/upgrades may include the following:

1) *Improving the vehicle's ability to detect and respond to hazards*. By updating the software, the vehicle can learn from its driving behavior and improve its ability to anticipate and react to potential dangers.

2) *Enhancing the vehicle's performance*. Software updates can optimize the vehicle's performance, such as improving the responsiveness of the steering and braking systems.

3) *Integrating new technologies*. Upgrades can introduce new technologies and features that were not available in the vehicle's original configuration.

**Related/Prior Legislation**

SB 572 (Gonzalez, 2025). Requires, contingent on repeal of an applicable federal order, a manufacturer of a vehicle with specified advanced driver assistance system technology to report accident data to the Department of Motor Vehicles. Held in Assembly Appropriations Committee.

AB 33 (Aguiar-Curry, 2025). Prohibits an autonomous vehicle without a human safety operator from delivering commercial goods directly to a residence or to a business for its use or retail sale, as specified. On the Senate Floor Inactive File.

AB 316 (Aguiar-Curry, 2023). Restricts an autonomous vehicle with a gross vehicle weight of 10,000 pounds or more from being operated on public roads for testing purposes, transporting goods, or transporting passengers without a human safety operator physically present in the autonomous vehicle at the time of operation. Vetoed by the Governor.

**FISCAL EFFECT:** Appropriation: No Fiscal Com.: Yes Local: No

**SUPPORT:** (Verified 5/5/26)

None received

**OPPOSITION:** (Verified 5/5/26)

None Received

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