

Date of Hearing: August 20, 2025

ASSEMBLY COMMITTEE ON APPROPRIATIONS

Buffy Wicks, Chair

SB 572 (Gonzalez) – As Amended July 3, 2025

Policy Committee:	Judiciary	Vote:	11 - 0
	Transportation		14 - 1

Urgency: No State Mandated Local Program: Yes Reimbursable: No

SUMMARY:

This bill requires, contingent on repeal of an applicable federal order, a manufacturer of a vehicle with specified advanced driver assistance system (ADAS) technology to report accident data to Department of Motor Vehicles (DMV).

The bill specifies its provisions will become operative only if the federal National Highway Traffic Safety Administration's (NHTSA) Third Amended Standing General Order 2021-01 ("General Order 2021-01") is repealed and is not replaced with a consistent order, as determined by the director of DMV.

Subject to that condition, this bill, among other provisions:

- 1) Requires a manufacturer of a Level 2 ADAS vehicle ("covered manufacturer") to report information about a qualifying accident to DMV within five calendar days upon receipt of notice of the accident. Requires a covered manufacturer to provide DMV an updated report if materially new or materially different information is discovered about an accident.
- 2) Requires DMV to post and update accident reporting data received from covered manufacturers on its website, and requires DMV to submit the received accident data to the NHTSA and the National Transportation Safety Board on a bimonthly basis.
- 3) Prohibits DMV from publishing proprietary business information when posting accident reporting data on its website, and requires DMV to ensure the data does not include any personally identifying information.
- 4) Makes a manufacturer that fails to report a crash as required by the bill liable to DMV for a civil penalty of \$27,874 per violation per day.

FISCAL EFFECT:

- 1) Costs (Motor Vehicle Account) to DMV, possibly in the hundreds of thousands of dollars annually. DMV anticipates costs of \$300,000 annually for consulting services to create, modify, and maintain a crash reporting system and dashboard tool, plus \$200,000 annually for a mechanical engineer to review and evaluate the reported data. DMV notes the bill provides no cost recovery to the MVA. It is not clear when DMV will incur the costs associated with this bill. Although the bill's provisions are contingent on repeal of a federal order, DMV may incur costs immediately upon enactment of the bill to establish the infrastructure needed to collect and publish data reports, while DMV likely would not incur

costs for staffing for data review unless the federal order is repealed and the bill's provisions become operative.

According to the Legislative Analyst's Office (LAO), the MVA – the main funding source for the DMV – is expected to fully exhaust its reserves and become insolvent in fiscal year 2025-26. The LAO further warns that the MVA, absent corrective action, such as revenue increases or spending reductions, will experience a negative fund balance of \$1.4 billion in fiscal year 2028-29.

- 2) Possible cost pressures (Trial Court Trust Fund, General Fund) of an unknown amount to the courts to adjudicate enforcement actions. The bill contains little detail about DMV's enforcement of the data reporting requirement but authorizes a civil penalty. Presumably, DMV would need to file a civil action to enforce a violation and collect the penalty. Actual court costs will depend on the number of actions filed and the amount of court time needed to resolve each case. It generally costs approximately \$1,000 to operate a courtroom for one hour. Although courts are not funded on the basis of workload, increased pressure on the Trial Court Trust Fund may create a demand for increased funding for courts from the General Fund. The fiscal year 2025-26 state budget provides \$82 million ongoing General Fund to the Trial Court Trust Fund for court operations.

COMMENTS:

- 1) **Background.** NHTSA is a federal agency responsible for, among other things, issuing regulations and guidance about autonomous vehicles. There are six levels of autonomous vehicles, from Level 0 (a vehicle in which a human does all the driving) to Level 5 (a vehicle in which ADAS does all the driving without human intervention, and humans in the vehicle are merely riders). In a Level 2 ADAS vehicle, ADAS features can control steering, braking, and acceleration under some circumstances, but a human drives the vehicle and must constantly supervise the ADAS features. For example, Tesla's Autopilot and Cadillac's Super Cruise are Level 2 ADAS technologies. NHTSA's General Order 2021-01 establishes mandatory accident reporting requirements for vehicles equipped with ADAS Level 1 and 2 technology. Federal regulators and policymakers use this data to evaluate ADAS technology, detect accident patterns, and inform safety recalls and regulations.
- 2) **Purpose.** According to the author:

Officials within the federal government have signaled they may consider ending the NHTSA requirement that manufacturers report collisions involving Level 2 ADAS vehicles and Level 3-5 autonomous vehicles...there is currently no state reporting requirement for Level 2 ADAS vehicles. Without NHTSA's data, California will be left in the dark about the potential dangers of driver support technologies. We must establish safeguards to ensure that if the federal government vacates their responsibility to regulate road and vehicle safety, California consumers, regulators, and public safety officials will maintain access to this critical data.

If the federal government rescinds General Order 2021-01 and fails to replace it with a comparable regulation (as determined by the director of DMV) this bill requires covered manufacturers to submit to DMV accident data involving Level 2 ADAS vehicles, ensuring

continuity of data reporting about accidents in California. However, this technology is not licensed or regulated by DMV – DMV’s role in this space is limited to data collection, and the department may not pursue broader regulation or enforcement based on the data affected by this bill.

- 3) **Prior Legislation.** AB 3061 (Haney), of the 2023-24 Legislative Session, would have required autonomous vehicle manufacturers to report data related to collisions and disengagements to DMV. The Governor vetoed AB 3061, citing the bill’s infeasible timeline for implementation and ongoing DMV regulations that address similar issues.

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