

1.1 moves to amend H.F. No. 3513 as follows:

1.2 Delete everything after the enacting clause and insert:

1.3 "Section 1. **[169B.01] DEFINITIONS.**

1.4 Subdivision 1. **Terms.** Unless the language or context clearly indicates otherwise, for
1.5 the purposes of this chapter: (1) the terms defined in this section have the meanings given;
1.6 and (2) subject to this section, the terms defined in 169.011 have the meanings given.

1.7 Subd. 2. **Automated driving system.** "Automated driving system" means the hardware
1.8 and software that are collectively capable of performing the entire dynamic driving task on
1.9 a sustained basis, regardless of whether the dynamic driving task is limited to a specific
1.10 operational design domain.

1.11 Subd. 3. **Automated vehicle network company.** "Automated vehicle network company"
1.12 means a corporation, partnership, sole proprietorship, or other entity that is operating in
1.13 Minnesota that uses an on-demand automated vehicle network for the prearrangement of
1.14 transportation.

1.15 Subd. 4. **Commissioner.** "Commissioner" means the commissioner of transportation.

1.16 Subd. 5. **Dynamic driving task.** (a) "Dynamic driving task" means all the real-time
1.17 operational and tactical functions required to operate a vehicle in on-road traffic, including
1.18 but not limited to:

1.19 (1) lateral vehicle motion control via steering;

1.20 (2) longitudinal motion control via acceleration and deceleration;

1.21 (3) monitoring the driving environment via object and event detection, recognition,
1.22 classification, and response preparation;

1.23 (4) object and event response execution;

2.1 (5) maneuver planning; and

2.2 (6) enhancing conspicuity via lighting, signaling, and gesturing.

2.3 (b) Dynamic driving task does not include strategic functions such as trip scheduling
2.4 and selection of destinations and waypoints.

2.5 Subd. 6. **Engage autonomous operation.** "Engage autonomous operation" means to
2.6 cause or allow a fully automated vehicle to function on a public highway with the automated
2.7 driving system engaged such that the system performs the entire dynamic driving task.

2.8 Subd. 7. **First responder interaction plan.** "First responder interaction plan" means a
2.9 document of procedures specifying how first responders should interact with a fully
2.10 automated vehicle.

2.11 Subd. 8. **Fully automated vehicle.** "Fully automated vehicle" means a motor vehicle
2.12 equipped with an automated driving system designed to function without a human driver
2.13 as a level 4 or level 5 system under the April 2021 revision of SAE standard J3016, published
2.14 by SAE International.

2.15 Subd. 9. **Fully automated vehicle permit; permit.** "Fully automated vehicle permit"
2.16 or "permit" means an authorization issued by the commissioner under this chapter to engage
2.17 autonomous operation of a fully automated vehicle.

2.18 Subd. 10. **Human driver.** "Human driver" means a natural individual who is seated in
2.19 the driver's seat of a motor vehicle, possesses a valid license for the type or class of vehicle
2.20 being operated, and controls all or part of the dynamic driving task.

2.21 Subd. 11. **Minimal risk condition.** "Minimal risk condition" means a stable condition
2.22 of a motor vehicle attained by a person, a human driver, or an automated driving system
2.23 that is:

2.24 (1) in response to the occurrence of a dynamic driving task performance-relevant system
2.25 failure or operational design domain exit; and

2.26 (2) to reduce the risk of a crash when a given trip from origin to destination cannot or
2.27 should not be completed.

2.28 Subd. 12. **On-demand automated vehicle network.** "On-demand automated vehicle
2.29 network" means a transportation service that uses a software application or other digital
2.30 means to dispatch or otherwise enable the prearrangement of transportation with fully
2.31 automated vehicles for purposes of transporting passengers or goods, which may include
2.32 transportation of passengers or goods for compensation.

3.1 Subd. 13. **Operational design domain.** "Operational design domain" means the operating
3.2 conditions under which an automated driving system is specifically designed to function,
3.3 including but not limited to environmental, geographical, and time-of-day restrictions and
3.4 the requisite presence or absence of certain traffic or roadway characteristics.

3.5 Subd. 14. **Permit holder.** "Permit holder" means a person who possesses a valid fully
3.6 automated vehicle permit.

3.7 Subd. 15. **Substantial or great bodily harm.** "Substantial or great bodily harm" means
3.8 substantial bodily harm or great bodily harm, as the terms are defined in section 609.02,
3.9 subdivisions 7a and 8.

3.10 Sec. 2. [169B.05] SCOPE.

3.11 Subdivision 1. **Application to fully automated vehicles.** This chapter applies to all
3.12 fully automated vehicles that operate in Minnesota.

3.13 Subd. 2. **Uniform application.** The provisions of this chapter apply uniformly throughout
3.14 this state, including in all political subdivisions. No local authority may enact or enforce
3.15 any ordinance, rule, or regulation in conflict with the provisions of this chapter unless
3.16 expressly authorized under this chapter.

3.17 Subd. 3. **Controlling authority; limitations.** (a) Unless otherwise provided in this
3.18 chapter and notwithstanding any other provision of law, fully automated vehicles, automated
3.19 driving systems, on-demand automated vehicle networks, and automated vehicle network
3.20 companies are governed exclusively by state law. Any local ordinance that conflicts with
3.21 state law is preempted.

3.22 (b) A political subdivision must not impose additional requirements or restrictions that
3.23 are specific to the operation of a fully automated vehicle or automated driving system. A
3.24 political subdivision must not require a license or permit or impose a tax, rate, or fee that
3.25 is specific to the operation of an on-demand automated vehicle network.

3.26 Subd. 4. **Airports.** This section does not prohibit an airport from:

3.27 (1) regulating or licensing on-demand automated vehicle networks, automated vehicle
3.28 network companies, or fully automated vehicles in a manner consistent with how the airport
3.29 regulates or licenses other companies and vehicles that provide similar services at the airport;

3.30 (2) imposing reasonable fees consistent with any fees charged to companies or vehicles
3.31 that provide similar services at the airport for the use of airport facilities; and

4.1 (3) designating locations for staging, pickup, drop-off, or other similar on-demand
4.2 automated vehicle network operations at the airport, provided that the designated locations
4.3 must be reasonably equivalent to those required of other passenger transportation services.

4.4 Subd. 5. **Application of other laws.** (a) This section does not exempt an automated
4.5 vehicle network company from taxes of general applicability.

4.6 (b) This section does not prohibit a political subdivision from enforcing traffic ordinances.

4.7 **Sec. 3. [169B.10] OPERATION AUTHORITY AND REQUIREMENTS.**

4.8 Subdivision 1. **Authorization for fully automated vehicle.** (a) A person must not cause
4.9 or allow a fully automated vehicle to operate on a public highway without a human driver
4.10 unless:

4.11 (1) the requirements under subdivision 2 are met;

4.12 (2) the fully automated vehicle is registered as provided in section 169B.20;

4.13 (3) vehicle operation is authorized under a fully automated vehicle permit as provided
4.14 in section 169B.25;

4.15 (4) the vehicle owner maintains insurance as provided in section 169B.30; and

4.16 (5) the person submits a first responder interaction plan to the commissioner and the
4.17 commissioner of public safety that meets the requirements under subdivision 7.

4.18 (b) Except as otherwise provided in this chapter, a fully automated vehicle is subject to
4.19 all applicable federal and state laws, except that any provision that by its nature reasonably
4.20 only applies to a human driver does not apply to a fully automated vehicle.

4.21 Subd. 2. **Vehicle requirements.** (a) A person must not engage autonomous operation
4.22 unless the requirements in this subdivision are met.

4.23 (b) A fully automated vehicle must be capable of operating in compliance with the
4.24 applicable traffic and motor vehicle safety laws of this state when reasonable to do so, except
4.25 when an exemption has been granted by the commissioner.

4.26 (c) If a failure of an automated driving system occurs that renders that system unable to
4.27 perform the entire dynamic driving task relevant to the automated driving system's intended
4.28 operational design domain, a fully automated vehicle must achieve a minimal risk condition.

4.29 (d) When a fully automated vehicle is in a condition likely to break down or cause an
4.30 accident, or the operation of the fully automated vehicle is likely to result in substantial or
4.31 great bodily harm, the permit holder must immediately remove the vehicle from service.

5.1 (e) A fully automated vehicle must have a gross vehicle weight of less than 10,000
5.2 pounds.

5.3 (f) When required by federal law, a fully automated vehicle must have the required
5.4 manufacturer's certification label indicating that, at the time of the vehicle's manufacture,
5.5 the vehicle has been certified to be in compliance with all applicable federal motor vehicle
5.6 safety standards, including reference to any exemption granted by the National Highway
5.7 Traffic Safety Administration.

5.8 Subd. 3. **Determination of driver and licensure.** When an automated driving system
5.9 is engaged in a fully automated vehicle and no human driver is present:

5.10 (1) the permit holder for the vehicle under section 169B.25 may be issued a citation or
5.11 other applicable penalty if the fully automated vehicle fails to comply with traffic or motor
5.12 vehicle laws;

5.13 (2) except as provided in clause (1), the automated driving system is considered the
5.14 driver of the fully automated vehicle for the purpose of assessing compliance with applicable
5.15 traffic or motor vehicle laws and is deemed to electronically satisfy all physical acts required
5.16 by a driver or operator of the vehicle; and

5.17 (3) an automated driving system is considered to be licensed to operate a fully automated
5.18 vehicle under chapter 171 if the fully automated vehicle operates under a permit as provided
5.19 in section 169B.25.

5.20 Subd. 4. **Vehicle operation by a human.** (a) A natural individual who is not physically
5.21 located in the driver's seat of a fully automated vehicle and provides real time performance
5.22 of any part of the dynamic driving task to achieve a minimal risk condition must be physically
5.23 present in the United States and possess a valid license or license from another state for the
5.24 type or class of vehicle being operated.

5.25 (b) Nothing in this section prohibits or restricts a human driver from operating a fully
5.26 automated vehicle equipped with controls that permit the human driver to perform part or
5.27 all of the dynamic driving task.

5.28 Subd. 5. **Vehicle equipment.** A fully automated vehicle that is designed to be operated
5.29 exclusively without a human driver for all trips is not subject to motor vehicle equipment
5.30 laws or regulations that:

5.31 (1) relate to or support motor vehicle operation by a human driver seated in the vehicle;
5.32 and

5.33 (2) by their nature, are not relevant for an automated driving system.

6.1 Subd. 6. **Commercial vehicles.** (a) A fully automated vehicle that is also a commercial
6.2 motor vehicle must operate pursuant to state laws governing the operation of commercial
6.3 motor vehicles, except that any provision that by its nature reasonably applies only to a
6.4 human driver does not apply to a fully automated vehicle engaged in autonomous operation
6.5 as authorized under a fully automated vehicle permit.

6.6 (b) For a fully automated vehicle that is also a commercial motor vehicle, physical parts
6.7 of the automated driving system are considered a mirror or similar device for purposes of
6.8 measuring the width of the vehicle.

6.9 Subd. 7. **First responder interaction plan.** At a minimum, a first responder interaction
6.10 plan under this section must describe:

6.11 (1) how to communicate with a fleet support specialist who is available during the times
6.12 the fully automated vehicle is engaged in autonomous operation;

6.13 (2) how to safely remove the fully automated vehicle from the roadway and steps to
6.14 safely tow the vehicle;

6.15 (3) how to recognize whether the fully automated vehicle is engaged in autonomous
6.16 operation; and

6.17 (4) any additional information the person who engages autonomous operation,
6.18 manufacturer of the fully automated vehicle, or manufacturer of the automated driving
6.19 system deems necessary regarding hazardous conditions or public safety risks associated
6.20 with the operation of the fully automated vehicle.

6.21 Subd. 8. **Collisions.** In the event of a collision involving a fully automated vehicle that
6.22 is engaged in autonomous operation:

6.23 (1) a human driver of a fully automated vehicle must comply with the requirements of
6.24 section 169.09;

6.25 (2) a fully automated vehicle without a human driver must remain on the scene of the
6.26 crash when required by section 169.09, consistent with the vehicle's capability under this
6.27 section; and

6.28 (3) the permit holder for the fully automated vehicle must report any collision involving
6.29 the vehicle consistent with section 169.09.

7.1 **Sec. 4. [169B.20] VEHICLE REGISTRATION.**

7.2 **Subdivision 1. Title and registration requirements.** (a) The provisions of chapters 168
7.3 and 168A concerning motor vehicle registration, taxation, and titling apply to a fully
7.4 automated vehicle owner for operation on public roads in this state.

7.5 (b) At the time of registration, a fully automated vehicle owner must identify the vehicle
7.6 to the commissioner of public safety as a fully automated vehicle. If a motor vehicle
7.7 registered under chapter 168 is not identified as a fully automated vehicle at the time of
7.8 registration, the owner must obtain a new registration for the fully automated vehicle before
7.9 the motor vehicle may be operated with the automated driving system engaged on public
7.10 roads in this state.

7.11 **Subd. 2. Registration refusal or removal.** (a) The commissioner of public safety may
7.12 decline, suspend, revoke, or decline to renew the registration of a fully automated vehicle
7.13 under chapter 168 that is not:

7.14 (1) properly maintained;

7.15 (2) lawfully insured;

7.16 (3) compliant with the registration requirements in this section; or

7.17 (4) in compliance with the requirements under this chapter.

7.18 (b) If the commissioner of public safety declines, suspends, revokes, or declines to renew
7.19 the registration of a fully automated vehicle, the commissioner may grant a temporary
7.20 registration that applies to the motor vehicle only when the motor vehicle is not operated
7.21 with an automated driving system.

7.22 (c) The commissioner of public safety may maintain or renew the registration of a motor
7.23 vehicle that is no longer a fully automated vehicle only if the registrant represents to the
7.24 commissioner under penalty of perjury that the motor vehicle cannot currently, and will not
7.25 in the future, be operated with an automated driving system upon public roads in this state
7.26 without subsequent registration as provided in subdivision 1.

7.27 **Subd. 3. Use of resources.** The commissioner of public safety must use existing resources
7.28 to implement the requirements under this chapter.

7.29 **Sec. 5. [169B.25] FULLY AUTOMATED VEHICLE PERMIT.**

7.30 **Subdivision 1. Application requirements.** (a) A person who seeks to engage autonomous
7.31 operation must submit an application to the commissioner, in the manner prescribed by the
7.32 commissioner.

- 8.1 (b) An application must include but is not limited to the following:
- 8.2 (1) the applicant's name;
- 8.3 (2) the applicant's mailing address, business phone number, and business email address;
- 8.4 (3) for each motor vehicle used:
- 8.5 (i) the operational design domain; and
- 8.6 (ii) the make, year, vehicle identification number, and license plate number;
- 8.7 (4) a copy of the first responder interaction plan;
- 8.8 (5) the name, title, phone number, and email address of the individual who is principally
- 8.9 responsible for the operation of the fully automated vehicle;
- 8.10 (6) if the applicant is a foreign corporation authorized to transact business in Minnesota,
- 8.11 the state of incorporation and the name and address of the corporation's registered agent;
- 8.12 and
- 8.13 (7) proof of insurance as required under section 169B.30.
- 8.14 (c) An application must be signed by a corporate officer, general partner, limited liability
- 8.15 company board member, or sole proprietor.
- 8.16 Subd. 2. **Permit issuance.** (a) The commissioner must issue a permit to an applicant
- 8.17 under this section who meets the requirements of this chapter, except the commissioner
- 8.18 must not issue a permit if:
- 8.19 (1) the applicant had a permit revoked during the preceding 180 days;
- 8.20 (2) the application for a permit contains a statement that is false, misleading, or fraudulent;
- 8.21 or
- 8.22 (3) the applicant fails to provide all required or requested information.
- 8.23 (b) The commissioner must approve or deny a permit within 60 days of application. If
- 8.24 the application is denied, the commissioner must provide written notice to the applicant and
- 8.25 the commissioner of public safety, which must include the reason for the denial.
- 8.26 Subd. 3. **Permit duration.** A permit issued under this section is valid for two years from
- 8.27 the date of issuance, unless the permit is suspended, canceled, or revoked, or the permit
- 8.28 holder sells its business.

9.1 Subd. 4. **Obligation for current information.** An applicant or permit holder must notify
9.2 the commissioner in writing of a change to any of the information required to be submitted
9.3 in an application.

9.4 Subd. 5. **Use of resources.** The commissioner must use existing resources to implement
9.5 the requirements under this chapter.

9.6 **Sec. 6. [169B.30] INSURANCE.**

9.7 (a) A fully automated vehicle owner must maintain automobile insurance that includes,
9.8 at a minimum:

9.9 (1) liability coverage that meets the requirements of section 65B.49, subdivision 3;

9.10 (2) security for the payment of economic loss benefits that meets the requirements of
9.11 section 65B.44;

9.12 (3) uninsured and underinsured motorist coverage that meets the requirements of section
9.13 65B.49, subdivisions 3a and 4a; and

9.14 (4) liability insurance in the amount of \$1,000,000 per incident due to personal injury
9.15 or damage to property.

9.16 (b) The insurance requirements under paragraph (a) may be satisfied by an insurance
9.17 policy issued by an insurer licensed in Minnesota or an eligible surplus lines insurer pursuant
9.18 to sections 60A.195 to 60A.2095.

9.19 **Sec. 7. [169B.40] ON-DEMAND AUTOMATED VEHICLE NETWORK.**

9.20 Subdivision 1. **Authorization.** An automated vehicle network company that complies
9.21 with the requirements under this chapter may transport passengers or goods in Minnesota,
9.22 including for-hire.

9.23 Subd. 2. **Operating requirements.** (a) An automated vehicle network company must
9.24 not accept requests for service via traditional street hail.

9.25 (b) A fully automated vehicle that is active on an on-demand automated vehicle network
9.26 must not park unlawfully on any roadway or shoulder for a time longer than is reasonably
9.27 necessary to pick up or drop off passengers.

9.28 (c) At all times while a fully automated vehicle is active on an on-demand automated
9.29 vehicle network, the vehicle must display a consistent and distinctive signage or emblem.
9.30 Acceptable forms of distinctive signage include but are not limited to symbols or signs on
9.31 vehicle doors, roofs, or grilles, including magnetic or other removable signs or symbols.

10.1 Subd. 3. **Inspections.** An automated vehicle network company must inspect each fully
10.2 automated vehicle to confirm the vehicle is in good working condition before being put into
10.3 service on any on-demand automated vehicle network and must inspect the vehicle annually
10.4 thereafter. The automated vehicle network company must maintain documentation of vehicle
10.5 inspections for three years.

10.6 Subd. 4. **Fares.** (a) An automated vehicle network company must disclose to the rider
10.7 the fare or fare calculation method on the network's website or within the online-enabled
10.8 technology application service before the beginning of a prearranged ride.

10.9 (b) Within a reasonable period after the completion of a ride, an automated vehicle
10.10 network company must transmit an electronic receipt to the rider that lists:

10.11 (1) the origin and destination of the ride;

10.12 (2) the total time and distance of the ride; and

10.13 (3) the total fare paid.

10.14 (c) An automated vehicle network company must provide a full refund to a rider within
10.15 72 hours of commencement of a prearranged ride if the trip is unable to be completed due
10.16 to:

10.17 (1) an event in which an automated driving system achieves a minimal risk condition;

10.18 or

10.19 (2) a collision involving a fully automated vehicle under section 169B.10, clause (2) or

10.20 (3).

10.21 Subd. 5. **Accessibility.** (a) If an automated vehicle network company cannot provide a
10.22 wheelchair-accessible transportation network vehicle, the network must direct the request
10.23 to a provider of wheelchair-accessible vehicles.

10.24 (b) An automated vehicle network company that transports passengers using a fully
10.25 automated vehicle must use an accessible user interface in its information technology for
10.26 interaction with passengers. The user interface must enable individuals with disabilities to
10.27 effectively communicate with the automated vehicle network company and the on-demand
10.28 automated vehicle network, including the ability to receive and understand information and
10.29 submit inputs.

10.30 Subd. 6. **Motor carrier exemption.** An automated vehicle network company is not a
10.31 common carrier or ground carrier. Chapter 221 does not apply to an automated vehicle
10.32 network company.

11.1 Sec. 8. [169B.50] ENFORCEMENT.

11.2 Subdivision 1. Notice and opportunity for correction. (a) The commissioner must
11.3 give a permit holder a 15-day written notice to correct a violation under section 169B.10,
11.4 subdivision 2, paragraph (d). The permit holder must correct the violation and provide
11.5 written evidence that the violation has been corrected to the commissioner before returning
11.6 the vehicle to service.

11.7 (b) Upon written request to the commissioner, the commissioner may extend the time
11.8 to correct a violation by up to 15 days.

11.9 Subd. 2. Suspension. (a) The commissioner may by order suspend a fully automated
11.10 vehicle permit without a hearing if:

11.11 (1) the permit holder failed to renew the permit as required under section 169B.25;

11.12 (2) the permit holder failed to maintain insurance as required under section 169B.30;

11.13 (3) the permit holder failed to correct a violation after receiving a notice under subdivision
11.14 1;

11.15 (4) operation of the fully automated vehicle resulted in substantial or great bodily harm;
11.16 or

11.17 (5) the fully automated vehicle committed a violation while engaged in autonomous
11.18 operation that would result in the revocation of a driver's license under section 171.17.

11.19 (b) Upon the request of a political subdivision, the commissioner may immediately
11.20 suspend a permit for multiple violations of local ordinances. The commissioner may only
11.21 rescind a suspension order under this paragraph upon confirmation from the political
11.22 subdivision that the permit holder has paid any fines or otherwise resolved the violations
11.23 of the local ordinances.

11.24 (c) A suspension order issued under this subdivision is effective two days after the
11.25 commissioner sends notice of suspension by certified mail to the last known address of the
11.26 permit holder.

11.27 (d) To avoid permanent cancellation of the permit, within 45 days from the date of
11.28 suspension, the permit holder must either:

11.29 (1) comply with the law by filing proof of insurance, renewing permits, or correcting
11.30 the documented violation; or

11.31 (2) request a hearing before the commissioner regarding the failure to comply with the
11.32 law.

12.1 Subd. 3. **Suspension rescission.** If the permit holder complies with the requirements of
12.2 this chapter within 30 days after the date of suspension, the commissioner must rescind the
12.3 suspension order.

12.4 Subd. 4. **Revocation.** (a) The commissioner must revoke the permit of a permit holder
12.5 who:

12.6 (1) operates a fully automated vehicle after the owner's permit has been suspended or
12.7 canceled;

12.8 (2) has committed a pattern of violating the requirements of this chapter that shows a
12.9 disregard for human life or property;

12.10 (3) knowingly made a material statement that was false or fraudulent in the permit
12.11 application; or

12.12 (4) has committed a pattern of repeated violations of local ordinances after having had
12.13 a permit suspended previously under subdivision 2, paragraph (b).

12.14 (b) In making a determination under paragraph (a), the commissioner must consider:

12.15 (1) the willfulness of the violations;

12.16 (2) the seriousness of the violations, including whether they resulted in, or were likely
12.17 to result in, substantial or great bodily harm;

12.18 (3) the permit holder's history of violations, including the time elapsed since the last
12.19 violation, the number of previous violations, and the response of the owner to the most
12.20 recent violation identified; and

12.21 (4) other factors as justice may require if the commissioner specifically identifies the
12.22 additional factors in the commissioner's order.

12.23 (c) A revocation order issued under this subdivision is effective two days after the
12.24 commissioner sends the notice of revocation by certified mail to the last known address of
12.25 the permit holder.

12.26 Subd. 5. **Cancellation.** The commissioner must cancel the permit of a permit holder
12.27 who: (1) failed to obtain and maintain insurance within 30 days after a notice of suspension
12.28 was issued; or (2) failed to correct a violation within 30 days after a notice of suspension
12.29 was issued.

12.30 Subd. 6. **Inspection and investigation authority.** Upon receipt of a complaint or other
12.31 information alleging a violation of this chapter, the commissioner may investigate the
12.32 relevant matter. Representatives of the Departments of Transportation and Public Safety

13.1 have the authority to inspect records of a permit holder, including video data, for purposes
13.2 of complaint investigations, safety reviews, audits, or accident investigations.

13.3 Subd. 7. **Administrative hearing.** (a) A permit holder who disagrees with a decision
13.4 or order of the commissioner issued pursuant to this section may request a contested case
13.5 hearing. The request for a contested case hearing must be submitted in writing to the
13.6 commissioner within 30 days of the date of the commissioner's decision or order. The request
13.7 for a contested case hearing must set out in detail the reasons why the permit holder contends
13.8 the decision of the commissioner should be reversed or modified.

13.9 (b) If the commissioner receives a written request for a contested case hearing, the
13.10 commissioner must schedule a hearing within 30 days after the request is received under
13.11 the procedures in chapter 14 and the rules of the Court of Administrative Hearings.

13.12 (c) Unless otherwise provided by law, a demand for a hearing does not stay the effective
13.13 date of a suspension, revocation, or cancellation order.

13.14 (d) The decision of the administrative law judge must be submitted to the commissioner
13.15 for the commissioner's adoption. The commissioner's decision on the issue under appeal is
13.16 the final decision of the department.

13.17 **Sec. 9. [169B.60] PENALTIES.**

13.18 Unless established otherwise with respect to a particular offense, it is a petty misdemeanor
13.19 for any person to do any act forbidden or fail to perform any act required by this chapter.

13.20 **Sec. 10. STUDY; FULLY AUTOMATED VEHICLE IMPACTS.**

13.21 Subdivision 1. **Definitions.** (a) For purposes of this section, the following terms have
13.22 the meanings given.

13.23 (b) "Commissioner" means the commissioner of transportation.

13.24 (c) "Fully automated vehicle" has the meaning given in Minnesota Statutes, section
13.25 169B.01, subdivision 8.

13.26 (d) "Transportation network company" has the meaning given in Minnesota Statutes,
13.27 section 65B.472, subdivision 1.

13.28 Subd. 2. **Study required.** The commissioner of transportation must conduct a study to
13.29 examine and address potential labor impacts, challenges, and opportunities posed by the
13.30 advancement of fully automated vehicle deployment in Minnesota.

13.31 Subd. 3. **Study objectives.** The objectives of the study include:

14.1 (1) identification of challenges that affect drivers due to the advancement of fully
14.2 automated vehicle deployment;

14.3 (2) an evaluation of the supply and demand of for-hire human drivers over the course
14.4 of the study period, including but not limited to transportation network companies, taxicabs,
14.5 and public transport; and

14.6 (3) research and analysis on models or policies that have been used in other states related
14.7 to the labor impacts, challenges, and opportunities posed by fully automated vehicles.

14.8 Subd. 4. Stakeholders. (a) The commissioner must consult and engage in meaningful
14.9 collaboration with stakeholders in conducting the study and meeting the identified objectives.
14.10 Stakeholders include but are not limited to:

14.11 (1) labor unions representing drivers;

14.12 (2) drivers for transportation network companies;

14.13 (3) technology companies;

14.14 (4) the Department of Employment and Economic Development;

14.15 (5) the Department of Labor and Industry;

14.16 (6) the Department of Commerce;

14.17 (7) the University of Minnesota's Center for Transportation Studies; and

14.18 (8) the League of Minnesota Cities.

14.19 (b) Stakeholders must assist the commissioner to:

14.20 (1) identify key issues or policies that warrant further examination;

14.21 (2) address or clarify competing claims across industries;

14.22 (3) provide analysis on the potential negative and positive impacts to drivers in Minnesota;

14.23 (4) identify ways to increase labor opportunities and innovations; and

14.24 (5) put forth recommendations to help limit labor disruptions posed by the advancement
14.25 of fully automated vehicle deployment.

14.26 (c) By August 15, 2026, the commissioner must convene an initial meeting with identified
14.27 stakeholders to prepare for the study and identify areas of examination.

14.28 Subd. 5. Report. By February 15, 2028, the commissioner must submit a report on the
14.29 study to the chairs and ranking minority members of the legislative committees with
14.30 jurisdiction over transportation finance and policy. At a minimum, the report must:

- 15.1 (1) detail the input, consultation efforts, and public comments from stakeholders and
15.2 the public in conducting the study;
- 15.3 (2) include the data collection and analysis methods used to conduct the study and
15.4 develop recommendations;
- 15.5 (3) utilize identified policy changes made in other states around the country to assess
15.6 any already established solutions; and
- 15.7 (4) include recommended legislation.
- 15.8 **EFFECTIVE DATE.** This section is effective the day following final enactment."
- 15.9 Amend the title accordingly