

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

1.2 Page 4, delete section 11 and insert:

1.3 "Sec. [169.251] AUTONOMOUS VEHICLE REQUIREMENTS.

1.4 Subdivision 1. Operating requirements; authorization required. A person must not
1.5 operate an autonomous vehicle on the public roads of this state with the automated driving
1.6 system engaged, unless the vehicle meets the requirements of sections 169.251 and 169.252,
1.7 and receives authorization from the commissioner of public safety under section 169.252.

1.8 Subd. 2. Automated driving system failure. If a failure of the automated driving system
1.9 occurs that renders the system unable to perform all or part of the dynamic driving task
1.10 relevant to its intended operational design domain:

1.11 (1) an autonomous vehicle without a human driver must achieve a minimal risk condition;
1.12 or

1.13 (2) an autonomous vehicle with a human driver must issue a request to intervene, and
1.14 if the human driver does not respond in a reasonable amount of time, the autonomous vehicle
1.15 must achieve a minimal risk condition.

1.16 Subd. 3. Compliance with traffic laws. (a) The autonomous vehicle must operate in
1.17 compliance with all applicable traffic and motor vehicle safety laws and regulations of this
1.18 state at all times, unless an exemption has been granted by the commissioner of public
1.19 safety.

1.20 (b) An automated driving system must not have any functionality that operates the vehicle
1.21 in a way that violates traffic laws.

2.1 (c) The authorized operator is responsible at all times for ensuring that the automated
2.2 driving system is in full working order, including by ensuring that all sensors are operational
2.3 and free of physical interference.

2.4 Subd. 4. **Federal requirements.** When required by federal law, the autonomous vehicle
2.5 bears the required manufacturers certification label indicating that at the time of its
2.6 manufacture it has been certified in compliance with all applicable federal motor vehicle
2.7 safety standards, including reference to any exemption granted by the National Highway
2.8 Traffic Safety Administration.

2.9 Sec. [169.252] AUTONOMOUS VEHICLE PERMIT.

2.10 Subdivision 1. **Definition.** For purposes of this section, "applicant" means a person
2.11 seeking a permit under this section.

2.12 Subd. 2. **Application process and requirements.** (a) A person seeking to operate an
2.13 autonomous vehicle on the public roads of this state must annually submit a complete and
2.14 accurate application to the commissioner of public safety that contains the information
2.15 required in subdivisions 4 to 8 of this section.

2.16 (b) The commissioner of public safety may begin reviewing applications upon receipt
2.17 but any authorization issued under this subdivision will not be effective until July 1, 2027.

2.18 (c) The commissioner of public safety must ensure that the applicant, the autonomous
2.19 vehicle, and the automated driving system under consideration comply with the requirements
2.20 of sections 169.251 to 169.253 prior to approving an application under this section.

2.21 (d) An authorized operator must provide the commissioner of public safety with an
2.22 update to the information required in an application under this section no later than days
2.23 after the information materially changes.

2.24 Subd. 3. **Fees.** Upon initial approval of an application under this section, and each annual
2.25 renewal of a permit, an applicant must pay a fee of \$..... per autonomous vehicle operated
2.26 under the permit.

2.27 Subd. 4. **Applicant information.** An applicant must provide the commissioner of public
2.28 safety with the following information:

2.29 (1) the name, address, and principal point of contact for the person applying for
2.30 authorization;

2.31 (2) for each autonomous vehicle that will be operated under the permit:

2.32 (i) proof of registration in compliance with chapters 168 and 168A;

3.1 (ii) the make, year, vehicle identification number, and license plate number;

3.2 (iii) the operational design domain; and

3.3 (iv) whether the vehicle will be operated without a human driver; and

3.4 (3) a written statement certifying that each autonomous vehicle in clause (2) complies
3.5 with section 169.251, subdivisions 2 to 4.

3.6 Subd. 5. **Financial responsibility.** (a) An applicant must provide proof of financial
3.7 responsibility that satisfies the requirements of this subdivision.

3.8 (b) The owner of an autonomous vehicle must maintain proof of financial responsibility
3.9 in the same form and at the same minimum limits required for a motor vehicle under sections
3.10 65B.48 and 65B.49.

3.11 (c) In addition to the requirements of paragraph (b), an applicant seeking authorization
3.12 to operate an autonomous vehicle without a human driver must maintain proof of financial
3.13 responsibility for the autonomous vehicle in an amount not less than \$10,000,000 combined
3.14 single limit per occurrence for third-party liability.

3.15 (d) Financial responsibility under paragraph (c) may be satisfied by:

3.16 (1) an insurance policy issued by an insurer licensed in this state; or

3.17 (2) a policy issued by an eligible surplus lines insurer pursuant to sections 60A.195 to
3.18 60A.2095.

3.19 Subd. 6. **First responder action plan.** (a) An applicant seeking authorization to operate
3.20 an autonomous vehicle without a human driver must provide the commissioner of public
3.21 safety with a first responder action plan that complies with the requirements issued by the
3.22 commissioner of public safety under paragraph (b).

3.23 (b) By December 31, 2026, the commissioner of public safety must issue guidance on
3.24 minimum content and operational requirements for a first responder action plan. A first
3.25 responder action plan must contain, at minimum:

3.26 (1) capabilities that autonomous vehicles must have to ensure safe interactions with first
3.27 responders in this state;

3.28 (2) safety and maintenance operations that the applicant will maintain to support the
3.29 autonomous vehicle;

3.30 (3) how a first responder can communicate with a natural person who is able to remotely
3.31 assist the first responder with the autonomous vehicle;

4.1 (4) how a first responder can safely remove the autonomous vehicle from the roadway
4.2 and steps to safely tow the vehicle;

4.3 (5) how a first responder or other person can recognize whether the autonomous vehicle
4.4 is in autonomous mode; and

4.5 (6) any additional information the commissioner of public safety, the manufacturer of
4.6 the autonomous vehicle, or the manufacturer of the automated driving system deem necessary
4.7 regarding hazardous conditions or public safety risks associated with the operation of the
4.8 autonomous vehicle.

4.9 (c) The applicant may submit the first responder action plan prior to submitting an
4.10 application under subdivision 2, and the commissioner of public safety may request changes
4.11 to the first responder action plan prior to receiving the full application.

4.12 Subd. 7. **Independent safety verification.** (a) An applicant seeking authorization to
4.13 operate an autonomous vehicle without a human driver must provide the commissioner of
4.14 public safety with evidence that the automated driving system is able to perform the entire
4.15 dynamic driving task in the proposed operational design domain in conditions similar to
4.16 those found in this state, including but not limited to snowpack, ice, low visibility, black
4.17 ice, and road salt, in both urban and nonurban settings.

4.18 (b) The evidence required by paragraph (a) must include demonstrated on-street operation
4.19 in similar conditions, and must be verified by an independent third party at the applicant's
4.20 expense. Verification under this paragraph may be used for multiple autonomous vehicles
4.21 that use identical automated driving systems.

4.22 (c) If the automated driving system does not have sufficient on-street experience as
4.23 required by paragraph (b), the commissioner of public safety may require that the applicant
4.24 meet certain conditions prior to granting authorization to operate the autonomous vehicle
4.25 without a human driver, including additional training time in relevant conditions with a
4.26 human driver monitoring the automated driving system.

4.27 Subd. 8. **Signature required.** An application under this section must be signed by a
4.28 corporate officer, general partner, limited liability company board member, or sole proprietor.

4.29 Subd. 9. **Permit scope and limitations; vehicle classes not eligible.** (a) The
4.30 commissioner may issue a permit to an applicant who meets the requirements of this section,
4.31 except the commissioner must not issue a permit if:

4.32 (1) the applicant had a permit revoked during the preceding 180 days;

- 5.1 (2) the application for a permit contains a statement that is false, misleading, or fraudulent;
5.2 or
5.3 (3) the applicant fails to provide all the required or requested information.
- 5.4 (b) The commissioner of public safety must include the following information in a permit
5.5 issued under this section:
- 5.6 (1) whether each autonomous vehicle may be operated without a human driver;
5.7 (2) the approved operational design domain;
5.8 (3) any restrictions on operational design domain, such as area, season, or time-of-day;
5.9 and
5.10 (4) any other information or restrictions the commissioner of public safety determines
5.11 should be included.
- 5.12 (c) A person must not operate an autonomous vehicle in a way that is inconsistent with
5.13 the permit issued under this section.
- 5.14 (d) Only passenger vehicles are eligible for authorization under this section. A person
5.15 must not operate an autonomous vehicle of any other class on the public roads of this state.
- 5.16 Subd. 10. **Inspection and investigation authority.** Upon receipt of a complaint or other
5.17 information alleging a violation of this chapter, the commissioner of public safety may
5.18 investigate the relevant matter. Representatives of the Departments of Transportation and
5.19 Public Safety have authority to inspect the records of an authorized operator, including
5.20 video data, for purposes of complaint investigations, safety reviews, audits, or accident
5.21 investigations.
- 5.22 Subd. 11. **Enforcement.** (a) The commissioner of public safety may suspend, revoke,
5.23 or rescind the authority to operate an autonomous vehicle on the public roads of this state
5.24 if the commissioner of public safety determines that the continued operation of the
5.25 autonomous vehicle constitutes a threat to public safety. Reasons for making the
5.26 determination include, but are not limited to, the commissioner of public safety determining
5.27 that the automated driving system:
- 5.28 (1) caused a collision involving the autonomous vehicle;
5.29 (2) violated state or local traffic laws or regulations; or
5.30 (3) made a dangerous driving decision that no reasonable human driver would make.

6.1 (b) The commissioner of public safety must suspend, revoke, or rescind the authority to
6.2 operate an autonomous vehicle on the public roads of this state if the commissioner of public
6.3 safety determines that the automated driving system:

6.4 (1) is found by a court of law to have committed an offense described in section 171.17,
6.5 paragraph (a), clauses (7), (8), (9), or (11); or

6.6 (2) is found by a court of law to have caused a collision that resulted in substantial bodily
6.7 harm or death.

6.8 (c) Prior to reinstating authorization, the commissioner of public safety must determine
6.9 that the automated driving system's capabilities improved sufficiently to prevent a collision
6.10 or violation in the future in circumstances similar to those that led to the suspension under
6.11 paragraph (a) or (b).

6.12 (d) In making any determination under paragraph (a), (b), or (c), the commissioner of
6.13 public safety may request further information from the authorized operator, and may consider
6.14 the authorized operator's cooperation in determining whether to suspend or reinstate authority
6.15 under this subdivision.

6.16 Subd. 12. **Rules.** The commissioner of public safety is authorized to promulgate rules
6.17 pursuant to chapter 14 governing the authorization required under this section and as may
6.18 be necessary to carry out the policy of the state declared in this section.

6.19 Sec. **[169.253] AUTONOMOUS VEHICLE DRIVER; LICENSURE;**
6.20 **COLLISIONS.**

6.21 Subdivision 1. **Definition of driver; licensure; citations.** (a) When no human driver is
6.22 present, the automated driving system is considered a driver of the autonomous vehicle for
6.23 the purpose of assessing compliance with applicable traffic or motor vehicle laws, and is
6.24 deemed to satisfy electronically all physical acts required by a driver.

6.25 (b) A natural person operating an autonomous vehicle remotely does not satisfy the
6.26 physical acts required by a driver of a vehicle. Teleoperation is not permitted on the public
6.27 roads of this state, except as expressly approved as part of a first responder action plan.

6.28 (c) An automated driving system is considered to be licensed to operate an autonomous
6.29 vehicle under chapter 171 if the autonomous vehicle has been authorized to operate without
6.30 a human driver under section 169.252.

6.31 Subd. 2. **Violations.** (a) The authorized operator of an autonomous vehicle is legally
6.32 and financially responsible for any violation of traffic or motor vehicle laws committed by

7.1 the automated driving system acting as a driver under subdivision 1, paragraph (a). Any
7.2 citation that is issued to the automated driving system as a driver must instead be issued to
7.3 the authorized operator.

7.4 (b) For the purpose of calculating the number of violations of a law or rule, an automated
7.5 driving system that is authorized to operate multiple autonomous vehicles in this state is
7.6 considered a single driver and responsible for every violation by a vehicle operating under
7.7 the same authorization, regardless of which autonomous vehicle violates the law or rule.

7.8 Subd. 3. **Liability.** (a) For the purpose of determining fault and liability in the event of
7.9 a collision involving an autonomous vehicle without a human driver, the automated driving
7.10 system is considered to be the driver, and its actions must be assessed using the higher of:

7.11 (1) the standard that would be applied to a natural person driver controlling the entire
7.12 dynamic driving task in a motor vehicle in a similar circumstance; or

7.13 (2) the industry standard for the SAE automation level and the operational design domain
7.14 that the commissioner of public safety has authorized for the automated driving system
7.15 involved in the collision.

7.16 (b) In any collision involving an autonomous vehicle with the automated driving system
7.17 engaged, the following parties are jointly and severally liable for any liability incurred by
7.18 the autonomous vehicle or the autonomous driving system acting as driver:

7.19 (1) the authorized operator of the autonomous vehicle;

7.20 (2) the manufacturer of the autonomous vehicle;

7.21 (3) the manufacturer of the automated driving system; and

7.22 (4) if the autonomous vehicle is part of an on-demand autonomous vehicle network, the
7.23 network.

7.24 Subd. 4. **Collisions involving autonomous vehicles.** (a) A human driver of an
7.25 autonomous vehicle involved in a collision must comply with the requirements of section
7.26 169.09.

7.27 (b) An autonomous vehicle without a human driver involved in a collision must
7.28 immediately stop at the scene of the collision consistent with the requirements of section
7.29 169.09, and must remain on the scene until:

7.30 (1) released by the authorized operator consistent with paragraph (c); or

7.31 (2) as otherwise required by a first responder action plan.

8.1 (c) The authorized operator of an autonomous vehicle without a human driver that is
8.2 involved in a collision must comply, to the extent possible, with the requirements of section
8.3 169.09 that apply to a human driver.

8.4 Subd. 5. **Reporting.** (a) An authorized operator must report the following incidents to
8.5 the commissioner of public safety within 24 hours:

8.6 (1) any collision involving the autonomous vehicle resulting in injury, death, or property
8.7 damage; and

8.8 (2) any instance where the automated driving system of the autonomous vehicle has
8.9 been issued a citation or other penalty for violating traffic laws or regulations.

8.10 (b) In addition to the reports required by paragraph (a), an authorized operator must
8.11 provide reports to the commissioner of public safety at the end of each calendar quarter
8.12 with summary data that includes all of the following incidents involving an autonomous
8.13 vehicle:

8.14 (1) an accident;

8.15 (2) a near miss;

8.16 (3) an intervention in the dynamic driving task by a remote natural human operator;

8.17 (4) a disengagement;

8.18 (5) any instance where the autonomous driving system determines that it has violated a
8.19 traffic law or regulation, whether or not it was issued a citation;

8.20 (6) a mapping error; and

8.21 (7) a passenger or pedestrian safety incident.

8.22 (c) The commissioner of public safety must maintain a public website that provides
8.23 summary data of incidents reported under paragraphs (a) and (b) for each autonomous
8.24 vehicle. The commissioner of public safety must update the public website within five
8.25 business days of receiving data under paragraph (a) or (b).

8.26 Sec. [169.254] AUTONOMOUS VEHICLE FLEETS.

8.27 Subdivision 1. **On-demand autonomous vehicle network authorization.** (a) A person
8.28 must obtain authorization from the commissioner under this section to operate an on-demand
8.29 autonomous vehicle network to transport passengers or goods in this state.

8.30 (b) The commissioner may authorize an on-demand autonomous vehicle network to
8.31 transport passengers or goods in this state, including for-hire, upon application and

9.1 confirmation by the commissioner that the on-demand autonomous vehicle network satisfies
9.2 the requirements of this section.

9.3 (c) The commissioner may suspend, revoke, or rescind the authorization under paragraph
9.4 (b) if the commissioner determines that the on-demand autonomous vehicle network is no
9.5 longer in compliance with one or more requirements of this section.

9.6 Subd. 2. **Authorized autonomous vehicles.** (a) A person seeking authorization to operate
9.7 an on-demand autonomous vehicle network must maintain with the commissioner at all
9.8 times a current list of the autonomous vehicles operating on the network, and provide proof
9.9 that each vehicle is authorized by the commissioner of public safety under section 169.252.

9.10 (b) The operator of an on-demand autonomous vehicle network must ensure that every
9.11 autonomous vehicle in the network complies with the requirements of sections 169.251 to
9.12 169.253 at all times, and must immediately remove a vehicle from service if it ceases to
9.13 comply with those sections.

9.14 (c) The operator of an on-demand autonomous vehicle network must promptly report
9.15 to the commissioner any changes to the information provided under paragraph (a).

9.16 Subd. 3. **Operating requirements.** (a) An on-demand autonomous vehicle network
9.17 vehicle must not accept requests for service via traditional street hail.

9.18 (b) An on-demand autonomous vehicle network vehicle may park unlawfully on a public
9.19 road to pick up or drop off a passenger:

9.20 (1) if it is safe to do so under the circumstances; and

9.21 (2) only for the time reasonably necessary to pick up or drop off a passenger.

9.22 (c) An on-demand autonomous vehicle network must disclose to the rider the fare or
9.23 fare calculator method on its website or within the online-enabled technology application
9.24 service before the beginning of a prearranged ride.

9.25 (d) Upon completion of a ride, an on-demand autonomous vehicle network must transmit
9.26 an electronic receipt to the rider which lists:

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

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

9.29 (3) the total fare paid.

9.30 (e) At all times while an autonomous vehicle is active on an on-demand autonomous
9.31 vehicle network, the vehicle must display a consistent and distinctive signage or emblem.

10.1 Acceptable forms of distinctive signage include, but are not limited to, symbols or signs on
10.2 vehicle doors, roofs, or grilles, including magnetic or other removable signs or symbols.

10.3 (f) Prior to being put into service on any on-demand autonomous vehicle network, and
10.4 annually thereafter, an autonomous vehicle must be inspected to confirm it is in good working
10.5 condition. The on-demand autonomous vehicle network must maintain documentation of
10.6 such inspections for a period of three years.

10.7 Subd. 4. **Traffic study.** Prior to authorizing an on-demand autonomous vehicle network,
10.8 the commissioner must require a traffic study of the area where the network will operate.
10.9 The cost of the study must be paid by the person seeking authorization to operate an
10.10 on-demand autonomous vehicle network.

10.11 Subd. 5. **Local considerations.** Prior to granting authorization to a proposed on-demand
10.12 autonomous vehicle network under this section, the commissioner must permit a municipality
10.13 within the proposed area of operation to review and provide comments on the traffic study
10.14 required by subdivision 4. The commissioner must consider any requests from the
10.15 municipality regarding the operation of the proposed network.

10.16 Subd. 6. **Equity; accessibility; transit.** (a) A person seeking authorization to operate
10.17 an on-demand autonomous vehicle network must present a plan to the commissioner to
10.18 address issues of accessibility and equity, including how the network will meet the
10.19 requirements in this subdivision.

10.20 (b) An on-demand autonomous vehicle network must service neighborhoods outside of
10.21 high-profit corridors.

10.22 (c) An on-demand autonomous vehicle network must provide a plan to operate in
10.23 conjunction with existing public transit networks.

10.24 (d) An on-demand autonomous vehicle network must not discriminate between servicing
10.25 residential neighborhoods based on the racial, ethnic, or economic status of the residents.

10.26 (e) An on-demand autonomous vehicle network must serve residents who do not have
10.27 smartphones.

10.28 (f) An on-demand autonomous vehicle network must provide vehicles that are accessible
10.29 to passengers with disabilities. If an on-demand autonomous vehicle network cannot provide
10.30 accessible vehicles, the operator of the network must pay a fee of \$..... per autonomous
10.31 vehicle in the network into the

10.32 Subd. 7. **Modifications.** (a) The commissioner must consider the following when
10.33 determining to grant authorization under this section:

11.1 (1) the proposed on-demand autonomous vehicle network's compliance with the
11.2 requirements of this section;

11.3 (2) input provided by a local government within the proposed service area;

11.4 (3) impact on traffic conditions;

11.5 (4) impact on public transit;

11.6 (5) impact on paratransit; and

11.7 (6) public safety.

11.8 (b) The commissioner may request modifications to the proposed service to address the
11.9 considerations in paragraph (a).

11.10 Subd. 8. **Mandatory suspension.** (a) The commissioner must suspend the authorization
11.11 of an on-demand vehicle network for a minimum of six months if the authorized operator
11.12 or the automated driving system of an autonomous vehicle in the network:

11.13 (1) is found by a court of law to have committed a criminal violation of traffic laws or
11.14 regulations; or

11.15 (2) is found by a court of law to have caused a collision that resulted in injury or the loss
11.16 of life.

11.17 (b) The commissioner must not reinstate an authorization suspended under paragraph
11.18 (a) until the commissioner receives verification from an independent third party that the
11.19 capabilities of the automated driving system has sufficiently improved to prevent an incident
11.20 similar to the incident that required suspension under paragraph (a).

11.21 (c) If the authorization of an autonomous vehicle operating on an on-demand vehicle
11.22 network is suspended, revoked, or rescinded by the commissioner of public safety, the
11.23 commissioner must immediately suspend the authorization of the on-demand autonomous
11.24 vehicle network until the commissioner of public safety re-authorizes the autonomous
11.25 vehicle.

11.26 Subd. 9. **Worker impact fee.** An on-demand autonomous vehicle network must pay
11.27 \$..... annually per autonomous vehicle it is operating in this state. The money collected
11.28 under this subdivision must be deposited in the workforce development fund to be used for
11.29 the dislocated worker program under section 116L.17.

11.30 Subd. 10. **Infrastructure costs.** (a) This subdivision applies when:

12.1 (1) a political subdivision determines that it must provide additional infrastructure to
 12.2 accommodate the planned operations of an on-demand autonomous vehicle network; and

12.3 (2) the commissioner determines that the traffic study required under subdivision 4
 12.4 supports the political subdivision's determination.

12.5 (b) When this subdivision applies, the commissioner may:

12.6 (1) require an on-demand autonomous vehicle network to pay for the infrastructure costs
 12.7 identified in clause (1) as a condition of receiving a permit; or

12.8 (2) require modifications to the planned operations of the on-demand autonomous vehicle
 12.9 network to address any issue identified by the political subdivision under paragraph (a).

12.10 Subd. 11. **Data privacy.** (a) An on-demand autonomous vehicle network is subject to
 12.11 the Minnesota Consumer Data Privacy Act, sections 325M.10 to 325M.21, regardless of
 12.12 whether it satisfies the criteria in section 325M.12, subdivision 1.

12.13 (b) An on-demand autonomous vehicle network must not disclose personal data of any
 12.14 customer to law enforcement, or in connection with a law enforcement investigation, except
 12.15 as required by court order or a valid search warrant.

12.16 Subd. 12. **Rulemaking.** The commissioner is authorized to promulgate rules pursuant
 12.17 to chapter 14 governing the authorization and operation of an on-demand autonomous
 12.18 vehicle network under this section and as may be necessary to carry out the policy of the
 12.19 state declared in this section."

12.20 Page 6, delete sections 12 and 13

12.21 Page 7, delete section 14

12.22 Renumber the sections in sequence and correct the internal references

12.23 Amend the title accordingly