## STATE OF NEW YORK

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Cal. No. 428

2021-2022 Regular Sessions

## IN SENATE

February 1, 2021

Introduced by Sen. KENNEDY -- read twice and ordered printed, and when printed to be committed to the Committee on Transportation -- reported favorably from said committee, ordered to first and second report, ordered to a third reading, amended and ordered reprinted, retaining its place in the order of third reading

AN ACT establishing the New York task force on automated vehicle technology; and providing for the repeal of such provisions upon expiration thereof

## The People of the State of New York, represented in Senate and Assembly, do enact as follows:

Section 1. Legislative findings. The Legislature finds that automated 2 vehicle technology offers widely anticipated and revolutionary potential for the transportation sector. Among the unprecedented opportunities offered by this technology are inclusive mobility options to benefit disadvantaged, disabled and elderly residents; congestion and emissions 6 mitigation; improved livable land use, and better road usage. Further, the legislature has amended section 2 of part FF of chapter 55 of the 7 laws of 2017, relating to motor vehicles equipped with autonomous vehi-9 cle technology, as amended by section 2 of part H of chapter 58 of the 10 laws of 2018, as amended by section 1 of part M of chapter 58 of the 11 laws of 2019, to allow for a testing program for automobile manufactur-12 ers and technology leaders to test and demonstrate automated vehicle technology in New York, which will expire and be deemed repealed April 13 2023. Consequently, the legislature finds that there is a pressing 14 15 need for policymakers to study automated vehicle technology and formu-16 late comprehensive laws and regulations to ensure the state is prepared 17 for the safe deployment of automobiles equipped with this technology and 18 to help prepare the state for a future where automated vehicle technolo-19 gy plays a role in shaping our roadways, economy, education system, and 20 society.

EXPLANATION--Matter in  $\underline{italics}$  (underscored) is new; matter in brackets [-] is old law to be omitted.

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To this end, it is in the public interest to establish an automated vehicle task force to study, evaluate and develop recommendations relating to specific actionable measures that address how automated vehicle technology will transform the state's roadways, economy, education system, and society.

- § 2. Automated vehicle task force. The New York task force on automated vehicle technology is hereby established to study and assess the future of automated vehicle technology. For purposes of this act, "automated vehicle" shall mean a motor vehicle that has the capability to drive the vehicle without the active control or monitoring of a human operator including any automation level at or above SAE J3016 level 3. Such task force shall consist of seventeen members with demonstrated expertise in issues relating to the work of the task force. The members of the task force shall be appointed as follows:
- (a) five members shall be appointed by the governor, such members' expertise shall encompass, but not be limited to, the areas of transportation, research and development, education, education for or assisting people with disabilities; one of these members shall be the commissioner of the department of motor vehicles and shall serve as chairperson of the task force; and one member shall be the commissioner of the department of transportation and shall serve as vice chair;
- (b) four members shall be appointed by the temporary president of the senate, one of whom shall be appointed from an association representing the manufacturers of the majority of new car and light truck manufacturers sold in the United States and shall represent a different original equipment manufacturer than the speaker of the assembly's appointment, and one of whom shall be appointed from a state federation of affiliated public sector, private sector, and building trades labor organizations;
- (c) four members shall be appointed by the speaker of the assembly, one of whom shall be appointed from an association representing the manufacturers of the majority of new car and light truck manufacturers sold in the United States and shall represent a different original equipment manufacturer than the temporary president's appointment, and one of whom shall be appointed from a statewide business advocacy organization representing large and small member companies and local chambers of commerce and professional and trade associations;
  - (d) one member shall be appointed by the senate minority leader;
  - (e) one member shall be appointed by the assembly minority leader;
- (f) one member shall be appointed by the chancellor of the state university of New York; such member shall be a member of a research faculty of an engineering department at a state university of New York campus; and
- (g) one member shall be appointed by the commission on independent colleges and universities from a New York private university research faculty of an engineering department.
- § 3. All appointments shall be made no later than the thirtieth day after the effective date of this section. Vacancies in the membership of the task force shall be filled in the same manner provided for by the original appointments. The task force shall organize as soon as practicable following the appointment of its members. The chairperson shall appoint a secretary who shall not be a member of the task force. The members of the task force shall receive no compensation for their services.
- § 4. The task force shall study, evaluate and develop recommendations relating to specific actionable measures that address how automated vehicle technology will transform the state's roadways, economy, educa-

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1 tion system and society. The automated vehicle task force shall study how to support the safe testing, deployment and operation of automated vehicle technology on public highways. It shall take all of the follow-3 4 ing into consideration: (a) the measures necessary to successfully implement automated vehicles, including necessary legislative and regulatory or administrative changes; (b) the difficulties and liabilities that could arise by allowing automated vehicles on public highways and proper mechanisms to manage risks and ensure adequate risk coverage; (c) 9 how automated vehicle technology can promote research and development in 10 this state; (d) potential considerations and resource needs for law 11 enforcement; (e) potential infrastructure changes needed and capital planning considerations; and (f) any other issue the committee deems 12 13 relevant.

- § 5. The task force shall be entitled to request and receive, and shall utilize such facilities, resources and data of any court, department, division, board, bureau, commission or agency of the state or any political subdivision thereof as it may reasonably request to properly carry out its powers and duties.
- § 6. In carrying out its functions, the task force shall hold five public hearings around the state to foster discussions in accordance with article seven of the public officers law, and formal public hearings to solicit input and recommendations from statewide and regional stakeholder interests.
- § 7. The task force shall report its findings and recommendations to the governor, the temporary president of the senate and the speaker of the assembly on or before April first, two thousand twenty-three.
- § 8. This act shall take effect immediately and shall expire and be deemed repealed 2 years after such date.