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HOUSE DEMOCRATIC POLICY COMMITTEE

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**House of Representatives**  
COMMONWEALTH OF PENNSYLVANIA

**HOUSE DEMOCRATIC POLICY COMMITTEE HEARING**

**Topic: Automated Shuttle Vehicles**

**414 Main Capitol Building – Harrisburg, PA**

**October 28, 2019**

**AGENDA**

10:00 a.m. Welcome and Opening Remarks

10:10 a.m. Panelists:

- Leslie Richards  
Secretary  
Pennsylvania Department of Transportation
- Steve D’Ettorre  
Deputy Secretary of Technology and Innovation  
Pennsylvania Department of Community and Economic Development
- John Lawn  
CEO  
Hershey Entertainment
- Eric Rensel  
Vice President, Advanced Mobility for Gannett Fleming  
Representing the Automated Vehicle Coalition

10:40 a.m. *Questions & Answers*

11:00 a.m. Closing Remarks



**Testimony of  
Leslie Richards, Secretary  
Pennsylvania Department of Transportation  
Public Hearing on HB 1078  
House Democratic and Republican Policy Committees  
October 28, 2019**

Good morning and thank you for the opportunity to speak to you today about House Bill 1078.

As you know, automated vehicle technology holds tremendous potential for improving safety and mobility on Pennsylvania roadways. However, we understand that some individuals may feel uneasy about this technology and its use, and this hearing is just one more example of the critical outreach to the citizens of the commonwealth to help develop an understanding of the technology, its potential benefits for the future and our mutually shared commitment to public safety. While the majority of attention in the automated vehicle world is focused on highly automated passenger vehicles, it is important not to lose sight of other use cases, such as automated shuttle vehicles.

Low speed automated shuttles have been deployed, or are in the process of being deployed, in over 20 states, including neighboring states such as Ohio, Maryland, and New York. Shuttles have been utilized on college campuses, in central business districts, between corporate campuses, in underserved neighborhoods, and even at the Super Bowl. The Minnesota Department of Transportation (MnDOT) offered free rides in an automated shuttle before Super

Bowl LII (52). When MnDOT asked for feedback from the roughly 1,300 people who took a free ride, they found that, for majority of the riders, the trip was their first experience with an automated vehicle. **More than 95 percent of those who rode the shuttle said they felt safe and 84 percent said they looked forward to this future mode of public transportation.**

Although automated shuttles will not solve all of our mobility issues, they will offer potential day-one benefits to both PennDOT and the citizens of Pennsylvania. Shuttles can be used to enhance existing transit services by providing first/last mile connections. Shuttles can supplement existing services during periods of high demand and outside normal hours of operation. Shuttles can support underserved communities where is it cost prohibitive to implement traditional mass transit services. Ultimately, automated shuttles will provide additional mobility options for communities. It should be noted that PennDOT does not believe this technology is a replacement for traditional mass transit services. Rather, automated shuttles should supplement and/or enhance existing services.

PennDOT recognizes that there are currently limitations to automated technology. Adverse weather conditions and communication connectivity issues could impact operations. Some shuttles may not operate in locations with excessive inclines and declines in grade. Due to their limited speed, shuttles may be restricted to roadways with lower posted speed limits. The oversight authority that would be granted to PennDOT in HB 1078 will allow PennDOT to ensure every effort is made to address these public safety and operational concerns, while being flexible enough to adjust for changes and advancements in the technology.

The commonwealth is poised to be a hub of automated vehicle innovation, and when you consider the potential that automated vehicle technology holds, we can't afford NOT to be proactive.

Thank you for the opportunity to discuss HB 1078. We at PennDOT appreciate the legislature's proactive approach in ensuring that automated vehicle testing is conducted with public safety as a top priority. I am happy to answer any questions.

**House Democratic Policy Committee**  
**Public Hearing on Automated Shuttle Vehicles**  
**October 28, 2019**

Good Morning. My name is Steve D’Ettorre and I serve as Deputy Secretary for Technology and Innovation at the Pennsylvania Department of Community and Economic Development. Thank you, Chairman Sturla, Vice Chair Bizzarro, other distinguished members of the House Policy Committee, and Representatives Rothman and Kim for inviting me here today to speak about the benefits automated shuttles and advanced mobility would have on the workforce development needs of the greater capital region and beyond.

At DCED we see automated vehicles, and in this specific case, automated shuttles, as not simply a transportation issue, but also as a driver of economic and workforce development that can help our communities thrive.

As you know, Pennsylvania is home to numerous companies in the automated vehicle sector and our outstanding research universities are providing the talent relied upon for those companies. DCED will complement this growth through the utilization of our experience in business development, community planning, and workforce needs.

Pennsylvania has a long and accomplished history, dating back centuries, of being witness to innovative breakthroughs. From Benjamin Franklin, Robert Fulton, Jonas Salk, and Milton Hershey to the Declaration of Independence, gas stations, movie theaters, and now automated vehicles - countless leading minds and innovative discoveries that led to transformative societal change happened, and are happening, in Pennsylvania. These examples all point to one central theme - Pennsylvanians are innovators.

However, they are not just innovators in the sense of discoveries, inventions, and patents, but also in strategizing and developing a way of thinking that led us to be here today talking about automated vehicle technology. How many other states and cities are actively pursuing technological advances to overcome the barriers of developing a strong, robust workforce? Through efforts like the Keystone Economic Development and Workforce Command Center and the work that we’re tackling here at this very hearing, Pennsylvania is doing just that.

DCED has partnered with PennDOT to promote and develop policy around automated vehicle technology, which will result in safer streets, increased availability of high-paying jobs, downstream manufacturing opportunities, options for those who are pivoting careers, enhanced community services, and making Pennsylvania the home and headquarters of AV and associated industries.

Along with DCED and PennDOT, the Pennsylvania State Police, the Pennsylvania Department of Insurance, and other state agencies play a vital role in the implementation, development, execution, and success of automated vehicles and advanced mobility efforts in Pennsylvania and should be included in ongoing discussions and deliberations surrounding automated vehicles.

Many of DCED's stakeholders also have an interest in automation. Economic development organizations, local government officials and associations, chambers of commerce, workforce development groups, academic institutions, and more all have a stake in how this technology is advanced and deployed across Pennsylvania.

As a comparison to where we see AV technology going and what it could become, less than 100 years ago the automobile as we know it was not the common form of transportation that it is today. Airline travel wasn't commonplace until the late 1950s-early 1960s. The natural order of progression dictates that automation and advanced mobility will be the next emerging transportation technology. As such innovation is developed, it is DCED's mission to foster it and allow for it to thrive for the economic well-being of the state and its residents.

Through DCED, the commonwealth welcomes new technologies and has many programs to facilitate the environment to spur economic growth, create jobs, and increase investment in the state. These investments are not just financial, but also communal in that they help build up neighborhoods and hire Pennsylvanian talent for open positions.

These companies are hiring talent, leasing significant amounts of commercial real estate, and turning parts of the state into a hub of expanding technology. This growth has a profound impact on the economic development of the region and beyond. With a shuttle system in place in the capital region, its workforce can be expanded, and opportunities not available today can be filled tomorrow.

The development and implementation of shuttle technology is certainly a draw for both employees and employers. People living in communities such as Harrisburg would have greater access to more employment opportunities not just within the city limits, but those jobs in Hershey, Carlisle, and other nearby areas accessible by I-81, I-83, 11/15, and other major thoroughfares. Likewise, employers – especially large-scale businesses – would be able to grow their candidate pool with the knowledge that more people, from further away, who previously were impacted by transportation barriers, are now potential employees, which we all know are needed by the business community, where there are numerous job openings but not enough bodies to fill them.

For this effort to be as successful as possible, we need to provide seats at the table for economic development, workforce, and local leadership as we strive for the continued success, and implementation, of the automated vehicle and advanced transportation sectors in Pennsylvania.

I look forward to today's discussion.

Thank you.



**Testimony of  
Eric Rensel, Vice President  
Gannett Fleming, Inc. on behalf of  
The Automated Vehicle Coalition  
Public Hearing on HB 1078  
House Democratic and Republican Policy Committees  
October 28, 2019**

Good morning and thank you for the opportunity to speak in support of House Bill 1078.

Today I am representing the Automated Vehicle Coalition or AVC. Gannett Fleming was a co-founder of the AVC because as engineers, scientists, technologists, and citizens of Pennsylvania we believe this technology holds promise for improved quality of life. By passing House Bill 1078 and others like it, Pennsylvania can continue its role as leaders in the use of advanced technology to save lives through improved transportation safety and creating a world-leading economic environment. We further believe that the safe operation of vehicles like the ones developed by our members, Perrone Robotics and Easy Mile, will improve the economy by creating technology sector jobs, drawing new types of employees to the Commonwealth, and helping new members of our workforce choose to stay in Pennsylvania.

In fact, the last point means a lot to me personally. Today I invited a few guests to attend this hearing with me. My wife Tina who has supported my career in advanced technology since we met in college; my two children Ethan and Ella; and Joanna Burrows and Kelly Baum. Mrs. Burrows and Mrs. Baum are both teachers in the Mechanicsburg Area School District in Cumberland County. Joanna teaches children how to apply technology at the Mechanicsburg Middle School and Kelly is a Fifth Grade Math teacher at the Elmwood Academy. In their

respective roles they give children in Pennsylvania, including my kids, the dream of changing the world through technology and the knowledge they need to do it. My wife and I wanted Mrs. Baum and Mrs. Burrows to see all of us are working hard to support their passion of creating these dreams for kids. We wanted my son Ethan to see that choosing to work and innovate in Pennsylvania as he thinks about his future is supported by the Pennsylvania Legislature. We wanted my daughter Ella to know that it is cool for girls to love STEM (science, technology, engineering, and mathematics) and should she want to, she can become one of the best engineers in Pennsylvania, regardless of gender. These are the important things we can support by passing House Bill 1078. So why is now the right time for this Bill?

### **AV Shuttle Competition Exists**

Our members, Perrone Robotics and Easy Mile comprise two of the six major companies doing business in this space nationally.

### **AV Shuttles are Safe**

Perrone Robotics uses safe technology transferrable to any vehicle. They have 29 full-time deployments across the US and UK and have driven more 33,000 miles with their technology across many different vehicles. For automated travel they use a two-layer safety system. The first layer involves four different types of sensors to determine the operating environment. The second layer uses an independent software system to provide verification of the decision made by first layer systems and to guard against cybersecurity attacks. Easy Mile also has safe technology integrated into their systems and has deployed 120 vehicles over 250 times in more than 27 countries. They have diverse experience operating their vehicles in city centers, university campuses, and corporate campuses, and in different traffic conditions including mixed



traffic with bicycles, pedestrians, and other vehicles. Finally, both companies have operated in a variety of weather conditions.

### **AV Shuttles are Efficient**

Many of these vehicles are electric, including Perrone and Easy Mile. These vehicles are almost zero carbon emissions while offering four or more hours of continuous operations. Perrone Robotics has brought a demonstration vehicle to the Pennsylvania State Capitol today. You, your staff, and other colleagues are invited to ride in Perrone Robotics electric vehicle immediately following this hearing out by Soldiers Grove.

### **AV shuttle Companies Need a Place to Expand Production**

Perrone Robotics and Easy Mile have proven their road worthiness and are ready to scale their business. Many are in search of locations to begin mass producing vehicles, purchase components, and develop a work force to assemble and support them. Let's let them know that Pennsylvania is ready to support them and their needs with our work force. Let's let them know that Pennsylvania wants the 21<sup>st</sup> century workforce they need to live and work in Pennsylvania.

### **Our Work Force Needs Access to Complete Transportation**

Shuttles like the ones created by our members are often referred to as first and last mile solutions. We can use this technology to supplement existing transportation options, combine it with modern approaches to planning and paying for journeys, and create a complete transportation system that serves all users. We can use this technology as part of a mobility-as-a-service (MaaS) ecosystem that supports smart communities across Pennsylvania so that transportation is not a barrier to earning a living.

On behalf of Gannett Fleming and all Automated Vehicle Coalition members thank you for the opportunity to discuss House Bill 1078. We are ready to serve Pennsylvania.

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## House Co-Sponsorship Memoranda

### House of Representatives Session of 2019 - 2020 Regular Session

#### MEMORANDUM

**Posted:** February 26, 2019 01:12 PM  
**From:** [Representative Jim Marshall](#)  
**To:** All House members  
**Subject:** Autonomous Shuttle Vehicle

In the near future, I will be introducing legislation that will allow PennDOT to authorize the operation of an autonomous shuttle vehicle on an approved route.

Currently, Title 75 has passive provisions that require a driver operate a vehicle. This requirement applies to all public roads. There are no restrictions on private roads. My legislation will allow these vehicles to operate without a human operator on a PennDOT approved route that may include public roadways, or that may cross a public road. These are low-speed vehicles that operate on defined routes, much like that of a trolley car, without the rail.

Pennsylvania is a leader in the field of autonomous vehicles, and this bill would allow people to move on a prescribed route around college campuses, battlefields, airports, mall parking lots, sporting events, urban areas, company campuses, etc. These vehicles have the capability to operate as either just one car or as part of a network of smart vehicles all working together.

Please join me in co-sponsoring this legislation. Thank you.

 Introduced as [HB1078](#)

## House Bill 1078; Regular Session 2019-2020

**Sponsors:** [MARSHALL](#), [MASSER](#), [MILLARD](#), [MURT](#), [ROTHMAN](#), [BERNSTINE](#), [SCHMITT](#) and [KIM](#)

**Printer's No.(PN):** [1238\\*](#)

**Short Title:** An Act amending Title 75 (Vehicles) of the Pennsylvania Consolidated Statutes, in general provisions, further providing for definitions; and, in miscellaneous provisions, providing for autonomous vehicles and imposing a penalty.

**Actions:** [PN 1238](#) Referred to [TRANSPORTATION](#), April 5, 2019

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THE GENERAL ASSEMBLY OF PENNSYLVANIA

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HOUSE BILL

No. 1078 Session of  
2019

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INTRODUCED BY MARSHALL, MASSER, MILLARD, MURT, ROTHMAN AND  
BERNSTINE, APRIL 5, 2019

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REFERRED TO COMMITTEE ON TRANSPORTATION, APRIL 5, 2019

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AN ACT

1 Amending Title 75 (Vehicles) of the Pennsylvania Consolidated  
2 Statutes, in general provisions, further providing for  
3 definitions; and, in miscellaneous provisions, providing for  
4 autonomous vehicles and imposing a penalty.

5 The General Assembly of the Commonwealth of Pennsylvania  
6 hereby enacts as follows:

7 Section 1. Section 102 of Title 75 of the Pennsylvania  
8 Consolidated Statutes is amended by adding definitions to read:  
9 § 102. Definitions.

10 Subject to additional definitions contained in subsequent  
11 provisions of this title which are applicable to specific  
12 provisions of this title, the following words and phrases when  
13 used in this title shall have, unless the context clearly  
14 indicates otherwise, the meanings given to them in this section:

15 \* \* \*

16 "Automated driving system." The hardware and software that  
17 are collectively capable of performing the entire dynamic  
18 driving task on a sustained basis, regardless of whether it is  
19 limited to a specific operational design domain. The term is

1 used specifically to describe a level 3, 4 or 5 driving  
2 automation system.

3 "Automated mode." The status of vehicle operation where the  
4 automated driving system performs the dynamic driving task, with  
5 or without a natural person actively supervising the automated  
6 technology's performance of the dynamic driving task.

7 \* \* \*

8 "Autonomous shuttle vehicle." A motor vehicle designed to  
9 transport passengers within a designated area or in a defined  
10 route, as determined by the department, equipped with an  
11 automated driving system and which may include an operator as  
12 defined in section 8601 (relating to definitions).

13 \* \* \*

14 "Dynamic driving task." All of the real-time operational and  
15 tactical functions required to operate a vehicle in on-road  
16 traffic, excluding the strategic functions such as trip  
17 scheduling and selection of destinations and way points.

18 "Dynamic driving task fallback." The response by the user,  
19 as defined in section 8601, or by an automated driving system to  
20 either perform the dynamic driving task or achieve a minimal  
21 risk condition after occurrence of a dynamic driving task  
22 performance-relevant system failure or upon operational design  
23 domain exit.

24 \* \* \*

25 "Minimal risk condition." A condition to which a user, as  
26 defined in section 8601, or an automated driving system may  
27 bring a vehicle after performing the dynamic driving task  
28 fallback in order to reduce the risk of an accident when a given  
29 trip cannot or should not be completed.

30 \* \* \*

1 "Operational design domain." The specific conditions under  
2 which a given automated driving system or feature of an  
3 automated driving system is designed to function, including, but  
4 not limited to, driving modes, and may incorporate a variety of  
5 limitations, such as those from geography, traffic, speed and  
6 roadways.

7 \* \* \*

8 "Remote driver." A driver who is not seated in a position to  
9 manually exercise in-vehicle braking, accelerating, steering and  
10 transmission gear selection input devices, if any, but is able  
11 to operate the vehicle.

12 \* \* \*

13 Section 2. Title 75 is amended by adding a chapter to read:

14 CHAPTER 86

15 AUTONOMOUS VEHICLES

16 Subchapter

17 A. Preliminary Provisions

18 B. (Reserved)

19 C. Autonomous Shuttle Vehicles

20 SUBCHAPTER A

21 PRELIMINARY PROVISIONS

22 Sec.

23 8601. Definitions.

24 § 8601. Definitions.

25 The following words and phrases when used in this chapter  
26 shall have the meanings given to them in this section unless the  
27 context clearly indicates otherwise:

28 "Operator."

29 (1) An individual who:

30 (i) Possesses the proper class of license for the

1 vehicle being operated.

2 (ii) Is positioned in the autonomous shuttle vehicle  
3 with immediate access to steering, braking and  
4 accelerating.

5 (2) The term includes a driver when the automated  
6 driving system disengages or when the operator disengages the  
7 automated driving system to perform the dynamic driving task  
8 in conventional mode.

9 "Owner." An owner of an autonomous shuttle vehicle.

10 "Passenger." A natural person who:

11 (1) has no role in the operation of that vehicle; and

12 (2) is not required to possess a valid license for the  
13 class of vehicle being operated.

14 "User." A natural person who performs a role in an automated  
15 driving system, including a driver, remote driver, dynamic  
16 driving task fallback individual and dispatcher.

17 SUBCHAPTER B

18 (Reserved)

19 SUBCHAPTER C

20 AUTONOMOUS SHUTTLE VEHICLES

21 Sec.

22 8621. Operation authorized.

23 8622. Plan of operations.

24 8623. Notification of route modification.

25 8624. Suspension or revocation of plan of operations.

26 8625. Vehicle laws.

27 8626. Incident reporting.

28 8627. Penalties.

29 8628. Liability.

30 8629. Preemption.

1 § 8621. Operation authorized.

2 (a) General rule.--The department may authorize the  
3 operation of an autonomous shuttle vehicle on an approved route  
4 that includes a public highway or that crosses a public highway  
5 provided:

6 (1) The autonomous shuttle vehicle is capable of  
7 operating in compliance with all applicable traffic and motor  
8 vehicle laws.

9 (2) A plan of operations has not been rejected by the  
10 department under section 8622 (relating to plan of  
11 operations).

12 (b) Human operator not required.--An autonomous shuttle  
13 vehicle operating in automated mode when the automated driving  
14 system is engaged does not require a human operator. When an  
15 automated driving system is engaged, a human operator is not  
16 required to be present in or operate the vehicle.

17 § 8622. Plan of operations.

18 (a) General rule.--An autonomous shuttle vehicle may operate  
19 along an approved route on a roadway of this Commonwealth if:

20 (1) the owner or operator files a plan of operations  
21 with the department; and

22 (2) the plan is not rejected by the department within 60  
23 days after receipt of the plan.

24 (b) Required information.--The plan of operations shall  
25 include, but not be limited to, the following:

26 (1) Name and address of the owner and name and address  
27 of the entity that will be operating the autonomous shuttle  
28 vehicle, if they differ.

29 (2) Defined route to include all municipalities in which  
30 the autonomous shuttle vehicle will operate.

1       (3) Proof the owner has insurance coverage that meets or  
2 exceeds the requirements of section 8628(a) (relating to  
3 liability).

4       (4) Proof of registration and title in accordance with  
5 section 1301 (relating to registration and certificate of  
6 title required).

7       (5) Self-certification that the autonomous shuttle  
8 vehicle complies with applicable Federal laws and will comply  
9 with applicable State and local traffic and motor vehicle  
10 laws.

11       (c) Public comment period.--Once the department has received  
12 a plan of operations, the department shall post a notice within  
13 five days for public comment with regard to the associated plan.  
14 The public shall have 30 days to comment to the department. The  
15 department shall consider the comments during the approval  
16 process.

17       (d) Policy development.--The department shall develop a  
18 policy to define petition elements and evaluation criteria.

19       (e) Suspension or revocation.--The department reserves the  
20 right to suspend or revoke a plan of operations for cause.

21 § 8623. Notification of route modification.

22       (a) Notification.--The owner shall immediately notify the  
23 department on a form prescribed by the department of a  
24 modification to the defined route and the reason for the  
25 modification.

26       (b) Approval by department.--The department shall approve a  
27 modification prior to operation on a modified route.

28 § 8624. Suspension or revocation of plan of operations.

29       The department reserves the right to suspend or revoke an  
30 approved plan of operations submitted under section 8622(a)



1 (relating to plan of operations).

2 § 8625. Vehicle laws.

3 (a) License and registration.--For an autonomous shuttle  
4 vehicle operating pursuant to section 8621(b) (relating to  
5 operation authorized), the requirements under this title for  
6 exhibiting a driver's license and vehicle registration are  
7 satisfied if the vehicle registration card is in the vehicle,  
8 physically or electronically, and available for inspection by a  
9 police officer.

10 (b) Unattended vehicle.--An autonomous shuttle vehicle  
11 operating without an operator while the automated driving system  
12 is engaged shall not be in violation of section 3701 (relating  
13 to unattended motor vehicle).

14 § 8626. Incident reporting.

15 (a) General rule.--No violation of this chapter or section  
16 7728 (relating to accidents and accident reports) shall occur  
17 when an autonomous shuttle vehicle, operating with the automated  
18 driving system engaged and without the presence of an operator,  
19 is involved in an accident if:

20 (1) the owner, the vehicle or the operator of the  
21 vehicle promptly contacts the appropriate law enforcement  
22 agency to report the accident;

23 (2) the owner, the vehicle or the operator of the  
24 vehicle promptly calls for medical assistance, if  
25 appropriate;

26 (3) for a reportable accident, the vehicle remains at  
27 the scene of the accident until vehicle registration and  
28 insurance information is provided to the parties affected by  
29 the accident and a law enforcement officer authorizes the  
30 vehicle to be moved; and

1       (4) for a nonreportable accident, the vehicle remains at  
2       the scene or in the immediate vicinity of the accident until  
3       vehicle registration and insurance information is provided to  
4       the parties affected by the accident remaining at the scene.

5       (b) Notification.--The owner of an autonomous shuttle  
6       vehicle shall notify the department, on a form prescribed by the  
7       department, of any reportable or nonreportable accident within  
8       72 hours of the accident.

9       § 8627. Penalties.

10       The use of an autonomous shuttle vehicle absent approval of  
11       the department under section 8622 (relating to plan of  
12       operations) constitutes a summary offense. Upon conviction, the  
13       offending party shall be sentenced to pay a fine of not more  
14       than \$10,000.

15       § 8628. Liability.

16       (a) General rule.--The owner of an autonomous shuttle  
17       vehicle shall maintain an instrument of insurance or self-  
18       insurance in the amount of at least \$5,000,000 and shall be  
19       strictly liable for any third-party damages arising out of the  
20       maintenance or use of an autonomous shuttle vehicle.

21       (b) Construction.--Nothing in this section shall preclude an  
22       owner from bringing a claim against a party involved in the  
23       design, manufacture or testing of an autonomous shuttle vehicle  
24       under this chapter, provided that the claim does not delay  
25       resolution of a claim involving a third party under subsection  
26       (a).

27       § 8629. Preemption.

28       In accordance with section 6101 (relating to applicability  
29       and uniformity of title), this chapter supersedes and preempts  
30       all ordinances regarding autonomous shuttle vehicles. A State

1 agency and political subdivision of the Commonwealth shall not  
2 adopt or enforce a policy, rule or ordinance that sets standards  
3 for or otherwise burdens, prohibits, limits or regulates the use  
4 of an autonomous shuttle vehicle.

5 Section 3. This act shall take effect in 90 days.