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State of Minnesota

HOUSE OF REPRESENTATIVES

NINETY-FOURTH SESSION

H. F. No. **4521**

03/23/2026

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The bill was read for the first time and referred to the Committee on Transportation Finance and Policy

1.1 A bill for an act
1.2 relating to transportation; authorizing operation of certain autonomous vehicles
1.3 and on-demand autonomous vehicle networks; authorizing rulemaking; amending
1.4 Minnesota Statutes 2024, section 169.011, by adding subdivisions; proposing
1.5 coding for new law in Minnesota Statutes, chapter 169.

1.6 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

1.7 Section 1. Minnesota Statutes 2024, section 169.011, is amended by adding a subdivision
1.8 to read:

1.9 Subd. 3b. **Authorized operator.** "Authorized operator" means the person authorized
1.10 by the commissioner under section 169.252 to operate an autonomous vehicle on the public
1.11 roads of this state with the automated driving system engaged.

1.12 Sec. 2. Minnesota Statutes 2024, section 169.011, is amended by adding a subdivision to
1.13 read:

1.14 Subd. 3c. **Automated driving system.** "Automated driving system" means the hardware
1.15 and software that are collectively capable of performing the entire dynamic driving task on
1.16 a sustained basis, regardless of whether the dynamic driving task is limited to a specific
1.17 operational design domain.

1.18 Sec. 3. Minnesota Statutes 2024, section 169.011, is amended by adding a subdivision to
1.19 read:

1.20 Subd. 3d. **Autonomous vehicle.** "Autonomous vehicle" means a motor vehicle equipped
1.21 with an automated driving system designed to function as a level 4 or 5 system under SAE
1.22 J3016.

2.1 Sec. 4. Minnesota Statutes 2024, section 169.011, is amended by adding a subdivision to
2.2 read:

2.3 Subd. 24a. **Dynamic driving task.** (a) "Dynamic driving task" means the real-time
2.4 operational and tactical functions required to operate a vehicle in on-road traffic, including
2.5 but not limited to:

2.6 (1) lateral vehicle motion control via steering;

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

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

2.10 (4) object and event response execution;

2.11 (5) maneuver planning; and

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

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

2.15 Sec. 5. Minnesota Statutes 2024, section 169.011, is amended by adding a subdivision to
2.16 read:

2.17 Subd. 24b. **Dynamic driving task fallback.** "Dynamic driving task fallback" means:

2.18 (1) the response by the person or human driver to either perform the dynamic driving
2.19 task or achieve a minimal risk condition after occurrence of a dynamic driving task
2.20 performance-relevant system failure or upon operational design domain exit; and

2.21 (2) the response by an automated driving system to achieve minimal risk condition,
2.22 given the same circumstances.

2.23 Sec. 6. Minnesota Statutes 2024, section 169.011, is amended by adding a subdivision to
2.24 read:

2.25 Subd. 29a. **First responder interaction plan.** "First responder interaction plan" means
2.26 a document of procedures specifying the capabilities that an autonomous vehicle must have
2.27 to ensure that a first responder can safely interact with an autonomous vehicle.

3.1 Sec. 7. Minnesota Statutes 2024, section 169.011, is amended by adding a subdivision to
3.2 read:

3.3 Subd. 34a. **Human driver.** "Human driver" means a natural person in a vehicle with a
3.4 valid license to operate a motor vehicle who controls all or part of the dynamic driving task.

3.5 Sec. 8. Minnesota Statutes 2024, section 169.011, is amended by adding a subdivision to
3.6 read:

3.7 Subd. 40c. **Minimal risk condition.** "Minimal risk condition" means a condition to
3.8 which a person, human driver, or an automated driving system may bring a vehicle after
3.9 performing the dynamic driving task fallback in order to reduce the risk of a crash when a
3.10 given trip cannot or should not be completed.

3.11 Sec. 9. Minnesota Statutes 2024, section 169.011, is amended by adding a subdivision to
3.12 read:

3.13 Subd. 49a. **On-demand autonomous vehicle network.** "On-demand autonomous vehicle
3.14 network" means a transportation service network that uses a software application or other
3.15 digital means to dispatch or otherwise enable the prearrangement of transportation with
3.16 autonomous vehicles for purposes of transporting passengers or goods, including for-hire
3.17 transportation and transportation of passengers or goods for compensation.

3.18 Sec. 10. Minnesota Statutes 2024, section 169.011, is amended by adding a subdivision
3.19 to read:

3.20 Subd. 50a. **Operational design domain.** "Operational design domain" means operating
3.21 conditions under which an automated driving system is specifically designed to function,
3.22 including but not limited to environmental, geographical, and time-of-day restrictions and
3.23 the requisite presence or absence of certain traffic or roadway characteristics.

3.24 Sec. 11. Minnesota Statutes 2024, section 169.011, is amended by adding a subdivision
3.25 to read:

3.26 Subd. 62c. **Request to intervene.** "Request to intervene" means a notification by an
3.27 automated driving system to a human driver that the human driver should promptly begin
3.28 or resume performance of part or all of the dynamic driving task.

Sec. 12. Minnesota Statutes 2024, section 169.011, is amended by adding a subdivision to read:

Subd. 70a. **SAE J3016.** "SAE J3016" means the April 2021 revision of the Taxonomy and Definitions for Terms Related to Driving Automation Systems for On-Road Motor Vehicles published by SAE International.

Sec. 13. Minnesota Statutes 2024, section 169.011, is amended by adding a subdivision to read:

Subd. 81a. **Teleoperation.** "Teleoperation" means a natural person using a communication system to remotely perform part or all of the dynamic driving task of a motor vehicle.

Sec. 14. **[169.251] AUTONOMOUS VEHICLE REQUIREMENTS.**

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

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

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

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

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

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

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

5.1 Subd. 4. **Federal requirements.** When required by federal law, an autonomous vehicle
5.2 must bear the required manufacturer certification label indicating that at the time of its
5.3 manufacture the autonomous vehicle was certified as in compliance with all applicable
5.4 federal motor vehicle safety standards, including reference to any exemption granted by the
5.5 National Highway Traffic Safety Administration.

5.6 Sec. 15. **[169.252] AUTONOMOUS VEHICLE PERMIT.**

5.7 Subdivision 1. **Application process and requirements.** (a) A person seeking to operate
5.8 an autonomous vehicle on the public roads of this state must annually submit a complete
5.9 and accurate application to the commissioner of public safety that contains the information
5.10 required in subdivisions 3 to 7. For purposes of this section, "applicant" means the person
5.11 seeking a permit under this section.

5.12 (b) The commissioner of public safety may begin reviewing applications upon receipt,
5.13 but authorizations issued under this section are not effective until July 1, 2027.

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

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

5.20 Subd. 2. **Fees.** Upon initial approval of an application under this section, and each annual
5.21 renewal of a permit, an applicant must pay a fee of \$..... per autonomous vehicle operated
5.22 under the permit.

5.23 Subd. 3. **Applicant information.** An applicant must provide the commissioner of public
5.24 safety with the following information:

5.25 (1) the name, address, and principal point of contact for the applicant;

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

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

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

5.29 (iii) the operational design domain; and

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

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

Subd. 4. **Financial responsibility.** (a) An applicant must provide proof of financial responsibility that satisfies the requirements of this subdivision.

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

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

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

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

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

Subd. 5. **First responder interaction plan.** (a) An applicant seeking authorization to operate an autonomous vehicle without a human driver must provide the commissioner of public safety with a first responder interaction plan that complies with the requirements issued by the commissioner of public safety under paragraph (b).

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

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

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

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

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

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

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

(c) The applicant may submit the first responder interaction plan prior to submitting an application under subdivision 1. The commissioner of public safety may request changes to the first responder interaction plan prior to receiving the full application.

Subd. 6. Independent safety verification. (a) An applicant seeking authorization to operate an autonomous vehicle without a human driver must provide the commissioner of public safety with evidence that the automated driving system is able to perform the entire dynamic driving task in the proposed operational design domain in conditions similar to those found in both urban and nonurban settings in this state, including but not limited to snowpack, ice, low visibility, black ice, and road salt.

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

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

Subd. 7. Signature required. An application under this section must be signed by a corporate officer, general partner, limited liability company board member, or sole proprietor.

Subd. 8. Permit scope and limitations; vehicle classes not eligible. (a) The commissioner of public safety may issue a permit to an applicant who meets the requirements of this section, except the commissioner must not issue a permit if:

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

(2) the application for a permit contains a statement that is false, misleading, or fraudulent;

or

(3) the applicant fails to provide all the required or requested information.

(b) The commissioner of public safety must include the following information in a permit issued under this section:

8.1 (1) whether each autonomous vehicle may be operated without a human driver;

8.2 (2) the approved operational design domain;

8.3 (3) any restrictions on operational design domain, such as area, season, or time-of-day;

8.4 and

8.5 (4) any other information or restrictions the commissioner determines necessary.

8.6 (c) A person must not operate an autonomous vehicle in a way that is inconsistent with
8.7 the permit issued under this section.

8.8 (d) Only passenger vehicles are eligible for authorization under this section. A person
8.9 must not operate an autonomous vehicle of any other class on the public roads of this state.

8.10 Subd. 9. **Inspection and investigation authority.** Upon receipt of a complaint or other
8.11 information alleging a violation of this chapter, the commissioner of public safety may
8.12 investigate the relevant matter. Representatives of the Departments of Transportation and
8.13 Public Safety have authority to inspect the records of an authorized operator, including
8.14 video data, for purposes of complaint investigations, safety reviews, audits, or accident
8.15 investigations.

8.16 Subd. 10. **Enforcement.** (a) The commissioner of public safety may suspend, revoke,
8.17 or rescind the authority to operate an autonomous vehicle on the public roads of this state
8.18 if the commissioner of public safety determines that the continued operation of the
8.19 autonomous vehicle constitutes a threat to public safety. Reasons for the determination
8.20 include but are not limited to findings by the commissioner of public safety that the
8.21 autonomous driving system:

8.22 (1) caused a collision involving the autonomous vehicle;

8.23 (2) violated state or local traffic laws or regulations; or

8.24 (3) made a dangerous driving decision that no reasonable human driver would make.

8.25 (b) The commissioner of public safety must suspend, revoke, or rescind the authority to
8.26 operate an autonomous vehicle on the public roads of this state if the commissioner of public
8.27 safety determines that the automated driving system is found by a court of law to have:

8.28 (1) committed an offense described in section 171.17, subdivision 1, paragraph (a),
8.29 clause (7), (8), (9), or (11); or

8.30 (2) caused a collision that resulted in substantial bodily harm or death.

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

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

9.9 Subd. 11. **Rules.** The commissioner of public safety may promulgate rules pursuant to
9.10 chapter 14 governing the authorization required under this section and as may be necessary
9.11 to carry out the policy of the state declared in this section.

9.12 Sec. 16. **[169.253] AUTONOMOUS VEHICLE DRIVER; LICENSURE;**
9.13 **COLLISIONS.**

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

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

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

9.24 Subd. 2. **Violations.** (a) The authorized operator of an autonomous vehicle is legally
9.25 and financially responsible for any violation of traffic or motor vehicle laws committed by
9.26 the automated driving system acting as a driver under subdivision 1, paragraph (a). Any
9.27 citation issued to the automated driving system as a driver must instead be issued to the
9.28 authorized operator.

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

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

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

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

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

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

10.14 (2) the manufacturer of the autonomous vehicle;

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

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

10.18 Subd. 4. **Collisions involving autonomous vehicles.** (a) A human driver of an
10.19 autonomous vehicle involved in a collision must comply with the requirements of section
10.20 169.09.

10.21 (b) In the event of a collision, an autonomous vehicle without a human driver must
10.22 immediately stop at the scene of the collision consistent with the requirements of section
10.23 169.09 and must remain on the scene until:

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

10.25 (2) as otherwise required by a first responder interaction plan.

10.26 (c) In the event of a collision, the authorized operator of an autonomous vehicle without
10.27 a human driver must comply, to the extent possible, with the requirements of section 169.09
10.28 that apply to a human driver.

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

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

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

11.5 (b) In addition to the reports required under paragraph (a), an authorized operator must
11.6 provide reports to the commissioner of public safety at the end of each calendar quarter
11.7 with summary data that includes all of the following incidents involving an autonomous
11.8 vehicle:

11.9 (1) an accident;

11.10 (2) a near miss;

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

11.12 (4) a disengagement;

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

11.15 (6) a mapping error; and

11.16 (7) a passenger or pedestrian safety incident.

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

11.21 **Sec. 17. [169.255] AUTONOMOUS VEHICLE FLEETS.**

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

11.25 (b) The commissioner may authorize an on-demand autonomous vehicle network to
11.26 transport passengers or goods in this state, including for hire, upon application and
11.27 confirmation by the commissioner that the on-demand autonomous vehicle network satisfies
11.28 the requirements of this section.

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

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

12.6 (b) The operator of an on-demand autonomous vehicle network must ensure that every
12.7 autonomous vehicle in the network complies with the requirements under sections 169.251
12.8 to 169.253 at all times and must immediately remove a vehicle from service if the vehicle
12.9 ceases to comply with those sections.

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

12.12 Subd. 3. **Operating requirements.** (a) An autonomous vehicle operating on an
12.13 on-demand autonomous vehicle network must not accept requests for service via traditional
12.14 street hail.

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

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

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

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

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

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

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

12.26 (3) the total fare paid.

12.27 (e) At all times while an autonomous vehicle is active on an on-demand autonomous
12.28 vehicle network, the vehicle must display a consistent and distinctive signage or emblem.
12.29 Acceptable forms of distinctive signage include but are not limited to symbols or signs on
12.30 vehicle doors, roofs, or grilles, including magnetic or other removable signs or symbols.

12.31 (f) Prior to being put into service on any on-demand autonomous vehicle network and
12.32 annually thereafter, an autonomous vehicle must be inspected to confirm the vehicle is in

13.1 good working condition. The on-demand autonomous vehicle network must maintain
13.2 documentation of inspections for a period of three years.

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

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

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

13.16 (b) An on-demand autonomous vehicle network must serve neighborhoods outside of
13.17 high-profit corridors.

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

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

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

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

13.28 Subd. 7. **Modifications.** (a) The commissioner must consider the following factors when
13.29 determining whether to grant authorization under this section:

13.30 (1) the proposed on-demand autonomous vehicle network's compliance with the
13.31 requirements under this section;

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

14.1 (3) impact on traffic conditions;

14.2 (4) impact on public transit;

14.3 (5) impact on paratransit; and

14.4 (6) public safety.

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

14.7 Subd. 8. **Mandatory suspension.** (a) The commissioner must suspend the authorization
14.8 of an on-demand vehicle network for a minimum of six months if the authorized operator
14.9 or the automated driving system of an autonomous vehicle in the network is found by a
14.10 court of law to have:

14.11 (1) committed a criminal violation of traffic laws or regulations; or

14.12 (2) caused a collision that resulted in injury or death.

14.13 (b) The commissioner must not reinstate an authorization suspended under paragraph
14.14 (a) until the commissioner receives verification from an independent third party that the
14.15 capabilities of the automated driving system have sufficiently improved to prevent an
14.16 incident similar to the incident that required suspension under paragraph (a).

14.17 (c) If the authorization of an autonomous vehicle operating on an on-demand autonomous
14.18 vehicle network is suspended, revoked, or rescinded by the commissioner of public safety
14.19 under section 169.252, subdivision 10, the commissioner must immediately suspend the
14.20 authorization of the on-demand autonomous vehicle network until the commissioner of
14.21 public safety reauthorizes the autonomous vehicle.

14.22 Subd. 9. **Worker impact fee.** An on-demand autonomous vehicle network must pay
14.23 \$..... annually per autonomous vehicle that the network is operating in this state. The money
14.24 collected under this subdivision must be deposited in the state treasury and credited to the
14.25 workforce development fund to be used for the dislocated worker program under section
14.26 116L.17.

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

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

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

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

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

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

15.6 Subd. 11. **Data privacy.** (a) Notwithstanding section 325M.12, subdivision 1, an
15.7 on-demand autonomous vehicle network is subject to the Minnesota Consumer Data Privacy
15.8 Act under sections 325M.10 to 325M.21.

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

15.12 Subd. 12. **Local authority.** This section does not limit the authority of a county, statutory
15.13 or home rule charter city, town, special district, or airport authority to regulate the operation
15.14 of an on-demand autonomous vehicle network within its boundaries, including by requiring
15.15 permits or imposing requirements and fees.

15.16 Subd. 13. **Rules.** The commissioner may promulgate rules pursuant to chapter 14
15.17 governing the authorization and operation of an on-demand autonomous vehicle network
15.18 under this section and as may be necessary to carry out the policy of the state declared in
15.19 this section.