

SENATE
STATE OF MINNESOTA
NINETY-FOURTH SESSION

S.F. No. 4618

(SENATE AUTHORS: DIBBLE)

DATE	D-PG	OFFICIAL STATUS
03/18/2026	6820	Introduction and first reading Referred to Transportation
04/07/2026	7186a	Comm report: To pass as amended and re-refer to Judiciary and Public Safety

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; establishing

1.4 a task force; requiring a report; amending Minnesota Statutes 2024, section 168.012,

1.5 by adding a subdivision; proposing coding for new law as Minnesota Statutes,

1.6 chapter 169B.

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

1.8 Section 1. Minnesota Statutes 2024, section 168.012, is amended by adding a subdivision

1.9 to read:

1.10 Subd. 14. **Certain wheelchair accessible vehicles.** A wheelchair accessible vehicle that

1.11 is an autonomous vehicle operated as part of an on-demand autonomous vehicle network,

1.12 as that term is defined in section 169B.01, subdivision 11, is not subject to registration taxes

1.13 under this chapter. "Wheelchair accessible vehicle" means a motor vehicle that is equipped

1.14 to allow a person to enter and exit, independently or with assistance, while seated in a

1.15 wheelchair.

1.16 Sec. 2. [169B.01] DEFINITIONS.

1.17 Subdivision 1. **Terms.** For purposes of this chapter, the terms defined in this section

1.18 have the meanings given and terms defined in section 169.011 have the meanings given.

1.19 Subd. 2. **Authorized operator.** "Authorized operator" means the person authorized by

1.20 the commissioner under section 169B.03 to operate an autonomous vehicle on the public

1.21 roads of this state with the automated driving system engaged.

1.22 Subd. 3. **Automated driving system.** "Automated driving system" means the hardware

1.23 and software that are collectively capable of performing the entire dynamic driving task on

2.1 a sustained basis, regardless of whether the dynamic driving task is limited to a specific
2.2 operational design domain.

2.3 Subd. 4. **Autonomous vehicle.** "Autonomous vehicle" means a motor vehicle equipped
2.4 with an automated driving system designed to function as a level 4 or 5 system under SAE
2.5 J3016.

2.6 Subd. 5. **Commercial autonomous vehicle operations.** "Commercial autonomous
2.7 vehicle operations" means the use of an autonomous vehicle for commercial purposes,
2.8 including but not limited to transporting passengers or goods.

2.9 Subd. 6. **Dynamic driving task.** (a) "Dynamic driving task" means the real-time
2.10 operational and tactical functions required to operate a vehicle in on-road traffic, including
2.11 but not limited to:

2.12 (1) lateral vehicle motion control via steering;

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

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

2.16 (4) object and event response execution;

2.17 (5) maneuver planning; and

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

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

2.21 Subd. 7. **Dynamic driving task fallback.** "Dynamic driving task fallback" means:

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

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

2.27 Subd. 8. **First responder interaction plan.** "First responder interaction plan" means a
2.28 document of procedures specifying the capabilities that an autonomous vehicle must have
2.29 to ensure that a first responder can safely interact with an autonomous vehicle.

2.30 Subd. 9. **Human driver.** "Human driver" means a natural person in a vehicle with a
2.31 valid license to operate a motor vehicle who controls all or part of the dynamic driving task.

3.1 Subd. 10. **Minimal risk condition.** "Minimal risk condition" means a condition to which
3.2 a person, human driver, or an automated driving system may bring a vehicle after performing
3.3 the dynamic driving task fallback in order to reduce the risk of a crash when a given trip
3.4 cannot or should not be completed.

3.5 Subd. 11. **On-demand autonomous vehicle network.** "On-demand autonomous vehicle
3.6 network" means a transportation service network that uses a software application or other
3.7 digital means to dispatch or otherwise enable the prearrangement of transportation with
3.8 autonomous vehicles for purposes of transporting passengers or goods, including for-hire
3.9 transportation and transportation of passengers or goods for compensation.

3.10 Subd. 12. **Operational design domain.** "Operational design domain" means operating
3.11 conditions under which an automated driving system is specifically designed to function,
3.12 including but not limited to environmental, geographical, and time-of-day restrictions and
3.13 the requisite presence or absence of certain traffic or roadway characteristics.

3.14 Subd. 13. **Request to intervene.** "Request to intervene" means a notification by an
3.15 automated driving system to a human driver that the human driver should promptly begin
3.16 or resume performance of part or all of the dynamic driving task.

3.17 Subd. 14. **SAE J3016.** "SAE J3016" means the April 2021 revision of the Taxonomy
3.18 and Definitions for Terms Related to Driving Automation Systems for On-Road Motor
3.19 Vehicles published by SAE International.

3.20 Subd. 15. **Teleoperation.** "Teleoperation" means a natural person using a communication
3.21 system to remotely perform part or all of the dynamic driving task of a motor vehicle.

3.22 Sec. 3. **[169B.02] AUTONOMOUS VEHICLE REQUIREMENTS.**

3.23 Subdivision 1. **Operating requirements; authorization required.** A person must not
3.24 operate an autonomous vehicle on the public roads of this state with the automated driving
3.25 system engaged unless the vehicle meets the requirements of this chapter and receives
3.26 authorization from the commissioner of public safety under section 169B.03.

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

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

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

4.4 Subd. 3. **Compliance with traffic laws.** (a) The autonomous vehicle must operate in
4.5 compliance with all applicable traffic and motor vehicle safety laws and regulations of this
4.6 state at all times.

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

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

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

4.17 Sec. 4. **[169B.03] AUTONOMOUS VEHICLE PERMIT.**

4.18 Subdivision 1. **Application process and requirements.** (a) A person seeking to operate
4.19 an autonomous vehicle on the public roads of this state must submit a complete and accurate
4.20 application to the commissioner of public safety that contains the information required in
4.21 subdivisions 3 to 7. An authorized operator must reapply for a permit on the first and second
4.22 year anniversaries of first receiving a permit under this section and must renew the permit
4.23 every four years thereafter. For purposes of this section, "applicant" means the person
4.24 seeking a permit under this section.

4.25 (b) The commissioner of public safety must not issue an authorization under this section
4.26 until the study required by section 169B.05, subdivision 6, is completed.

4.27 (c) The commissioner of public safety must ensure that the applicant, the autonomous
4.28 vehicle, and the automated driving system under consideration comply with the requirements
4.29 of this chapter prior to approving an application under this section.

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

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

5.4 Subd. 3. Applicant information. An applicant must provide the commissioner of public
5.5 safety with the following information:

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

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

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

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

5.10 (iii) the operational design domain; and

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

5.12 (3) a written statement certifying that each autonomous vehicle in clause (2) complies
5.13 with section 169B.02, subdivisions 2 to 4.

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

5.16 (b) The owner of an autonomous vehicle must maintain proof of financial responsibility
5.17 in the same form and at the same minimum limits required for a motor vehicle under sections
5.18 65B.48 and 65B.49.

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

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

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

5.25 (2) a policy issued by an eligible surplus lines insurer pursuant to sections 60A.195 to
5.26 60A.2095.

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

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

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

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

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

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

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

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

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

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

6.27 (b) The evidence required under paragraph (a) must include demonstrated on-street
6.28 operation in similar conditions and must be verified by an independent third party at the
6.29 applicant's expense. The evidence must demonstrate that the autonomous vehicle interacts
6.30 safely with all road users, including pedestrians and bicyclists, in the entire operational
6.31 design domain. Verification under this paragraph may be used for multiple autonomous
6.32 vehicles that use identical automated driving systems.

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

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

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

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

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

7.13 or

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

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

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

7.18 (2) the approved operational design domain;

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

7.20 and

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

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

7.24 (d) Only a passenger vehicle is eligible for authorization under this section. A person
7.25 must not operate an autonomous vehicle of any other class on the public roads of this state.

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

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

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

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

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

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

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

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

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

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

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

8.27 Sec. 5. **[169B.04] AUTONOMOUS VEHICLE DRIVER; LICENSURE;**
8.28 **COLLISIONS.**

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

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

9.4 (c) An automated driving system is considered to be licensed to operate an autonomous
9.5 vehicle under chapter 171 if the autonomous vehicle has been authorized to operate without
9.6 a human driver under section 169B.03.

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

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

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

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

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

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

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

9.29 (2) the manufacturer of the autonomous vehicle;

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

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

10.1 Subd. 4. Collisions involving autonomous vehicles. (a) A human driver of an
10.2 autonomous vehicle involved in a collision must comply with the requirements of section
10.3 169.09.

10.4 (b) In the event of a collision, an autonomous vehicle without a human driver must
10.5 immediately stop at the scene of the collision consistent with the requirements of section
10.6 169.09 and must remain on the scene until:

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

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

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

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

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

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

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

10.22 (1) an accident;

10.23 (2) a near miss;

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

10.25 (4) a disengagement;

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

10.28 (6) anonymized travel data, including vehicle miles traveled and trip origin and destination
10.29 data;

10.30 (7) a mapping error; and

10.31 (8) a passenger or pedestrian safety incident.

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

11.5 Sec. 6. **[169B.05] COMMERCIAL AUTONOMOUS VEHICLE OPERATIONS.**

11.6 Subdivision 1. **Operation limitations.** Commercial autonomous vehicle operations,
11.7 including the operation of an on-demand autonomous vehicle network, are prohibited in
11.8 this state until the Commercial Autonomous Vehicle Operations Impact Advisory Task
11.9 Force delivers its required report and the commercial autonomous vehicle operations permit
11.10 process has been established by the commissioner pursuant to subdivision 2. No entity may
11.11 begin commercial autonomous vehicle operations without a permit issued by the
11.12 commissioner.

11.13 Subd. 2. **Permit process.** The commissioner may develop a commercial autonomous
11.14 vehicle operations permit process based on the study and recommendations provided by
11.15 the Commercial Autonomous Vehicle Operations Impact Advisory Task Force. The
11.16 commissioner must ensure that any permit process for an on-demand autonomous vehicle
11.17 network conforms to the requirements of this section.

11.18 Subd. 3. **On-demand autonomous vehicle network authorization.** (a) A person must
11.19 obtain a permit from the commissioner under this section to operate an on-demand
11.20 autonomous vehicle network to transport passengers or goods in this state.

11.21 (b) The commissioner may issue a permit to an on-demand autonomous vehicle network
11.22 to transport passengers or goods in this state, including for hire, upon application and
11.23 confirmation by the commissioner that the on-demand autonomous vehicle network satisfies
11.24 the requirements of this section and any additional requirements adopted by the commissioner
11.25 under subdivision 2.

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

11.29 Subd. 4. **Authorized autonomous vehicles.** (a) A person seeking a permit to operate
11.30 an on-demand autonomous vehicle network must maintain with the commissioner at all
11.31 times a current list of the autonomous vehicles operating on the network and provide proof
11.32 to the commissioner that each vehicle is authorized by the commissioner of public safety
11.33 under section 169B.03.

12.1 (b) The operator of an on-demand autonomous vehicle network must ensure that every
12.2 autonomous vehicle in the network complies with the requirements under this chapter at all
12.3 times and must immediately remove a vehicle from service if the vehicle ceases to comply
12.4 with this chapter.

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

12.7 **Subd. 5. Operating requirements.** (a) An autonomous vehicle operating on an
12.8 on-demand autonomous vehicle network must not accept requests for service via traditional
12.9 street hail.

12.10 (b) Every autonomous vehicle operating in an on-demand autonomous vehicle network
12.11 must be an all-electric vehicle.

12.12 (c) Autonomous vehicles operating in an on-demand autonomous vehicle network must
12.13 avoid using transit corridors when driving without passengers, except when responding to
12.14 a pickup request on the transit corridor and must not interfere with transit vehicles when
12.15 driving with passengers.

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

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

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

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

12.23 (3) the total fare paid.

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

12.28 (g) Prior to being put into service on any on-demand autonomous vehicle network and
12.29 annually thereafter, an autonomous vehicle must be inspected to confirm the vehicle is in
12.30 good working condition. The on-demand autonomous vehicle network must maintain
12.31 documentation of inspections for a period of three years.

13.1 Subd. 6. **Traffic study.** Prior to authorizing an on-demand autonomous vehicle network,
13.2 the commissioner must require a traffic study of the area where the network will operate.
13.3 The cost of the study must be paid by the person seeking authorization to operate an
13.4 on-demand autonomous vehicle network.

13.5 Subd. 7. **Local considerations.** Prior to granting a permit to a proposed on-demand
13.6 autonomous vehicle network under this section, the commissioner must permit a municipality
13.7 within the proposed area of operation to review and provide comments on the traffic study
13.8 required under subdivision 6. The commissioner must consider any requests from the
13.9 municipality regarding the operation of the proposed network.

13.10 Subd. 8. **Equity; accessibility; transit.** (a) A person seeking a permit to operate an
13.11 on-demand autonomous vehicle network must present a plan to the commissioner to address
13.12 issues of accessibility and equity, including how the network meets the requirements under
13.13 this subdivision. The commissioner may impose additional requirements to address issues
13.14 of accessibility and equity based upon the recommendations of the Commercial Autonomous
13.15 Vehicle Operations Impact Advisory Task Force.

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.

13.26 Subd. 9. **Accessibility.** The commissioner, in consultation with the Governor's Council
13.27 on Connected and Automated Vehicles and the Minnesota Council on Disability, must
13.28 develop guidance or recommendations regarding accessibility standards, including digital
13.29 accessibility standards, for automated vehicles and automated vehicle services to ensure
13.30 accessible and usable transportation options for individuals with disabilities.

13.31 Subd. 10. **Accessible vehicles required.** An on-demand autonomous vehicle network
13.32 with between 40 and 60 autonomous vehicles operating in the network must operate at least
13.33 two wheelchair accessible vehicles at all times. An on-demand autonomous vehicle network

14.1 with over 60 autonomous vehicles operating in the network must maintain a total number
14.2 of wheelchair accessible vehicles that constitutes at least ten percent of vehicles in the
14.3 network at all times. If an on-demand autonomous vehicle network cannot provide a
14.4 wheelchair accessible vehicle, the network must direct the request to a provider of wheelchair
14.5 accessible vehicles. For the purpose of this subdivision, "wheelchair accessible vehicle"
14.6 means a motor vehicle that is equipped to allow a person to enter and exit, independently
14.7 or with assistance, while seated in a wheelchair.

14.8 Subd. 11. **Wheelchair accessible vehicles.** At all times that an on-demand autonomous
14.9 vehicle network operates wheelchair accessible vehicles, as that term is defined in section
14.10 168.012, subdivision 14, that constitute more than ten percent of the total number of
14.11 autonomous vehicles operating in the network, the registration taxes owed under section
14.12 168.013 on each autonomous vehicle in the network that is not a wheelchair accessible
14.13 vehicle is reduced by 50 percent.

14.14 Subd. 12. **Emergency protocol; passenger assistance.** (a) An on-demand autonomous
14.15 vehicle network must equip each autonomous vehicle operating in the network with a system
14.16 that is able to connect directly with emergency service providers in the event of a passenger
14.17 emergency. The on-demand autonomous vehicle network must have in place a protocol that
14.18 provides for when and how emergency service providers are contacted and must include
14.19 the protocol in the first responder interaction plan.

14.20 (b) An on-demand autonomous vehicle network must have a system to provide
14.21 nonemergency physical assistance to a passenger in need of assistance at the beginning,
14.22 during, or at the end of a prearranged ride. The on-demand autonomous vehicle network
14.23 must disclose the availability of the service and provide instructions for obtaining assistance
14.24 within the online-enabled technology application used to arrange a ride and in each
14.25 autonomous vehicle operating in the network.

14.26 Subd. 13. **Modifications.** (a) The commissioner must consider the following factors
14.27 when determining whether to grant a permit under this section:

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

14.30 (2) any recommendations provided by the Commercial Autonomous Vehicle Operations
14.31 Impact Advisory Task Force;

14.32 (3) input provided by a local government within the proposed service area;

14.33 (4) impact on traffic conditions;

15.1 (5) impact on public transit;

15.2 (6) impact on paratransit; and

15.3 (7) public safety.

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

15.6 Subd. 14. **Mandatory suspension.** (a) The commissioner must suspend the permit of
15.7 an on-demand vehicle network for a minimum of six months if the authorized operator or
15.8 the automated driving system of an autonomous vehicle in the network is found by a court
15.9 of law to have:

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

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

15.12 (b) The commissioner must not reinstate a permit suspended under paragraph (a) until
15.13 the commissioner receives verification from an independent third party that the capabilities
15.14 of the automated driving system have sufficiently improved to prevent an incident similar
15.15 to the incident that required suspension under paragraph (a).

15.16 (c) If the permit of an autonomous vehicle operating on an on-demand autonomous
15.17 vehicle network is suspended, revoked, or rescinded by the commissioner of public safety
15.18 under this subdivision, the commissioner must immediately suspend the permit of the
15.19 on-demand autonomous vehicle network until the commissioner of public safety reauthorizes
15.20 the autonomous vehicle.

15.21 Subd. 15. **Labor impact.** Based on the recommendations of the Commercial Autonomous
15.22 Vehicle Operations Impact Advisory Task Force, the commissioner may impose additional
15.23 requirements upon the operator of an on-demand autonomous network to ameliorate any
15.24 negative workforce impacts, including by imposing fees. The money collected under this
15.25 subdivision must be deposited in the state treasury and credited to the workforce development
15.26 fund to be used for the dislocated worker program under section 116L.17.

15.27 Subd. 16. **Infrastructure costs.** (a) This subdivision applies when:

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

15.31 (2) the commissioner determines that the traffic study required under subdivision 6
15.32 supports the political subdivision's determination.

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

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

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

16.6 Subd. 17. **Data privacy.** (a) Notwithstanding section 325M.12, subdivision 1, an
 16.7 on-demand autonomous vehicle network is subject to the Minnesota Consumer Data Privacy
 16.8 Act under sections 325M.10 to 325M.21.

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

16.12 Subd. 18. **Local authority.** This section does not limit the authority of a county, statutory
 16.13 or home rule charter city, town, special district, or airport authority to regulate the operation
 16.14 of an on-demand autonomous vehicle network within its boundaries, including by requiring
 16.15 permits or imposing requirements and fees.

16.16 Subd. 19. **Rules.** The commissioner may promulgate rules pursuant to chapter 14
 16.17 governing the authorization and operation of an on-demand autonomous vehicle network
 16.18 under this section and as may be necessary to implement recommendations of the Commercial
 16.19 Autonomous Vehicle Operations Impact Advisory Task Force.

16.20 Sec. 7. **ADVISORY TASK FORCE ESTABLISHED; COMMERCIAL**
 16.21 **AUTONOMOUS VEHICLE OPERATIONS IMPACT.**

16.22 Subdivision 1. **Establishment; members.** (a) The Commercial Autonomous Vehicle
 16.23 Operations Impact Advisory Task Force is established to provide recommendations to the
 16.24 commissioner of transportation regarding the impact of commercial autonomous vehicle
 16.25 operations in Minnesota. The advisory task force is composed of the following members:

16.26 (1) the commissioner of transportation or a designee;

16.27 (2) the commissioner of public safety or a designee;

16.28 (3) the commissioner of commerce or a designee;

16.29 (4) the attorney general or a designee;

16.30 (5) one member of the house of representatives appointed by the speaker of the house;

- 17.1 (6) one member of the house of representatives appointed by the minority leader of the
17.2 house;
- 17.3 (7) one member of the senate appointed by the senate majority leader;
- 17.4 (8) one member of the senate appointed by the senate minority leader;
- 17.5 (9) one representative from the driver workforce in the private sector appointed by the
17.6 governor;
- 17.7 (10) one representative from the driver workforce in the public sector appointed by the
17.8 governor;
- 17.9 (11) one rideshare driver appointed by the governor;
- 17.10 (12) one representative from the disability rights community appointed by the governor;
- 17.11 (13) one representative from a municipal government appointed by the League of
17.12 Minnesota Cities;
- 17.13 (14) one representative from a city of the first class in the seven-county metropolitan
17.14 area appointed by the League of Minnesota Cities;
- 17.15 (15) five representatives from the small business community, one appointed by the
17.16 speaker of the house of representatives, one appointed by the minority leader of the house
17.17 of representatives, one appointed by the senate majority leader, one appointed by the senate
17.18 minority leader, and one appointed by the governor;
- 17.19 (16) one representative appointed by the Motorcycle Industry Council;
- 17.20 (17) one representative appointed by the Metropolitan Airports Commission;
- 17.21 (18) one representative of organized labor appointed by the governor;
- 17.22 (19) one representative from the Department of Transportation's Connected and
17.23 Automated Vehicles Office appointed by the commissioner of transportation;
- 17.24 (20) one representative from a consumer rights advocacy group appointed by the
17.25 governor; and
- 17.26 (21) two representatives, each from a different autonomous vehicle company, appointed
17.27 by the governor.
- 17.28 (b) The commissioners or their designees appointed under paragraph (a), clauses (1) to
17.29 (3), must serve as cochairs of the advisory task force.

18.1 Subd. 2. Commercial autonomous vehicle operations study. (a) The advisory task
18.2 force must conduct a comprehensive review of commercial autonomous vehicle operations
18.3 and evaluate its potential deployment in Minnesota. The advisory task force may enlist an
18.4 independent research institution with expertise in rideshare labor economics to assist with
18.5 the advisory task force's duties under this section. The review must include but is not limited
18.6 to:

18.7 (1) an independent economic impact study to determine the short- and long-term effects
18.8 of commercial autonomous vehicle operations on rideshare drivers and commercial drivers
18.9 and workforce displacement projections;

18.10 (2) economic impacts on transportation network company drivers;

18.11 (3) reemployment pathways for displaced rideshare drivers and commercial drivers;

18.12 (4) economic displacement impacts on businesses that serve rideshare drivers and
18.13 commercial drivers;

18.14 (5) financial impacts on Minnesota, including those due to reduction in tax revenues;

18.15 (6) accessibility offerings and supports for people with disabilities;

18.16 (7) whether the state should impose fees to support programs to address negative impacts
18.17 identified by the advisory task force;

18.18 (8) legal liability in the event of a collision;

18.19 (9) algorithmic management, including requiring public notification for any changes to
18.20 the algorithm that could impact how autonomous vehicles interact with other vehicles or
18.21 pedestrians;

18.22 (10) financial and infrastructure impacts on cities and the state;

18.23 (11) development of a certification process not overseen by the autonomous vehicle
18.24 industry;

18.25 (12) potential for interference with first responders;

18.26 (13) an evaluation of autonomous vehicles' ability to navigate city streets; and

18.27 (14) an assessment of vehicle miles traveled and congestion impacts of commercial
18.28 autonomous vehicle operations and whether a per-mile fee should be imposed on autonomous
18.29 vehicles operating in an on-demand autonomous vehicle network.

18.30 (b) The advisory task force must hold public hearings subject to the Open Meeting Law
18.31 under Minnesota Statutes, chapter 13D, to obtain testimony from rideshare drivers,

19.1 commercial drivers, and members of the public. The advisory task force must accept public
19.2 comment for no fewer than 30 days after the release of any preliminary findings.

19.3 (c) By February 1, 2028, the advisory task force must submit the final report to the chairs
19.4 and ranking minority members of the legislative committees with jurisdiction over
19.5 transportation policy and finance and the Legislative Reference Library. The commissioner
19.6 must also publish a final report on the Department of Transportation's website. The report
19.7 must include recommendations to the commissioner of transportation on whether commercial
19.8 autonomous vehicle operations should be allowed to operate in Minnesota, whether a human
19.9 driver should be required during commercial autonomous vehicle operations, and potential
19.10 requirements for a permit process to authorize commercial autonomous vehicle operations.

19.11 Subd. 3. **Administration; terms of membership.** The commissioner must convene the
19.12 first meeting of the advisory task force by September 30, 2026, and provide staff support
19.13 to the advisory task force. The provisions of Minnesota Statutes, section 15.059, subdivision
19.14 6, govern the terms and removal of members of the advisory task force. Members of the
19.15 advisory task force serve without compensation or per diem.

19.16 Subd. 4. **Expiration.** The advisory task force expires on February 1, 2028.