Committee Print
B26-0684
Committee on Transportation and the Environment
November 9, 2026

A BILL

IN THE COUNCIL OF THE DISTRICT OF COLUMBIA

To amend the Autonomous Vehicle Act of 2012 to establish a commercial AV fleet endorsement that allows the endorsee to use autonomous vehicles for for-hire passenger service in the District, to require that an applicant for a commercial AV fleet endorsement submit plans, technical documentation, reports, and data to DDOT, to enumerate the conditions under which an autonomous driving system can be engaged, to establish the Autonomous Vehicle Deployment Fund, and to establish a vehicle miles traveled tax that applies to commercial AV operations; to amend the Department of For-Hire Vehicles Establishment Act of 1985 to empower the Vehicle-for-Hire Accessibility Advisory Committee to submit formal resolutions to entities offering for-hire passenger service or dispatch service and to require responses to those resolutions, to require the Department of For-Hire Vehicles to issue rules requiring comparable wheelchair-accessible for-hire passenger service, and to require that commercial AV fleet endorsees begin integrating wheelchair-accessible autonomous vehicles into their commercial fleets.

BE IT ENACTED BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, That this act may be cited as the "Autonomous Vehicle Deployment Authorization Amendment Act of 2026".

Sec. 2. The Autonomous Vehicle Act of 2012, effective April 23, 2013 (D.C. Law 19-278; D.C. Official Code § 50-2351 *et seq.*), is amended as follows:

(a) Section 2 (D.C. Official Code § 50-2351) is amended as follows:

(1) Paragraph (1A) is amended by striking the phrase ""Autonomous driving system" means" and inserting the phrase ""Autonomous driving system" or "ADS" means" in its place.

(2) A new paragraph (1A-i) is added to read as follows:

"(1A-i) "Autonomous driving system manufacturer" or "ADS manufacturer" means any person that designs, produces, sells, or distributes an autonomous driving system or an autonomous vehicle.".

(3) Paragraph (1C) is amended by striking the phrase ""Autonomous vehicles" means" and inserting the phrase ""Autonomous vehicle" or "AV" means" in its place.

(4) New paragraphs (1F), (1G), and (1H) are added to read as follows:

"(1F) "Commercial AV fleet endorsement" means an endorsement granted from the Department allowing the endorsee to operate an autonomous vehicle with its covered autonomous driving system engaged and without an in-vehicle driver on roadways in the District for the purpose of offering for-hire passenger service.

"(1G) "Covered autonomous driving system" means an autonomous driving system that meets the SAE J3016 Level 4 or 5 criteria.

"(1H) "Covered semi-autonomous driving system" means an autonomous driving system that meets the SAE J3016 Level 3 criteria.".

(5) A new paragraph (2A-i) is added to read as follows:

"(2A-i) "Digital dispatch system" means any online-enabled application, software, website, or system that enables pre-arranged for-hire passenger trips.".

(6) New paragraph (2B-i) is added to read as follows:

"(2B-i) "Driverless AV testing permit" means a permit issued by the Department pursuant to section 3a(b)(2) that allows an AV testing entity to conduct testing without a test operator physically present in the vehicle.".

(7) New paragraphs (2C-i), (2C-ii), (2C-iii), (2C-iv), and (2C-v) are added to read

as follows:

"(2C-i) "Endorsee" means a person who has received approval to operate vehicles equipped with a covered autonomous driving system for the purpose of offering for-hire passenger service.

"(2C-ii) "First responder" means a natural person who provides firefighting, law enforcement, ambulance, medical, or other emergency services as part of their official duties.

"(2C-iii) "First responder interaction plan" means a document providing guidance to first responders on potential interactions with autonomous vehicles, including:

"(A) How to communicate with the remote assistant or remote operator who is available while the autonomous vehicle is in operation;

"(B) How to safely tow or remove an autonomous vehicle from a roadway;

"(C) How to recognize whether an autonomous vehicle has its autonomous driving system engaged;

"(D) A technical description of how autonomous vehicles detect and are designed to respond to the presence of vehicles commonly used by first responders, such as patrol cars, ambulances, fire engines, and ladder trucks;

"(E) How law enforcement agencies can retrieve or request access to data, for use in crash investigations, from an autonomous vehicle's event data recorder, black box, or any other device within the autonomous vehicle that collects and stores data;

"(F) How autonomous vehicles will respond to the unique conditions of operating in the District, including official motorcades, public demonstrations, and the range of first responder vehicles present; and

"(G) Any additional information the Department considers necessary to assess and mitigate the public safety risks associated with the operation of autonomous vehicles.

"(2C-iv) "For-hire passenger service" means the provision of transportation of one or more passengers from one location to another, where the trip originates in, terminates in, or travels through the District of Columbia, including:

"(A) The operation or direction of a vehicle while available to provide for-hire passenger service; and

"(B) Operating a vehicle while en route to a passenger.

"(2C-v) "In-vehicle driver" means a natural person in the autonomous vehicle who is responsible for all or part of the dynamic driving task.".

(7) Paragraph (2D) is amended to read as follows:

"(2D) "Mitigated risk condition" means a stable, stopped condition to which a human driver or a covered autonomous driving system brings an autonomous vehicle to reduce the risk of a collision to a level that is reasonably acceptable under the circumstances when a given trip cannot or should not be completed.".

(8) Paragraph (2E) is amended by striking the phrase "a test operator or an autonomous driving system to perform the entire dynamic driving task for an associated autonomous" and inserting the phrase "a human driver or an autonomous driving system to perform the entire dynamic driving task for an autonomous" in its place.

(9) New paragraph (2F-i) is added to read as follows:

"(2F-i) "Privately owned autonomous vehicle" means a motor vehicle equipped with a covered autonomous driving system or a covered semi-autonomous driving system that is

operated by a natural person who owns or leases the vehicle for personal use and is not operated by an AV testing entity, a person or entity engaged in testing, or pursuant to section 3a(d) pursuant to a commercial AV fleet endorsement under this act.".

(10) Paragraph (3) is redesignated as paragraph (2F-ii).

(11) A new paragraph (3) is added to read as follows:

"(3) "Remote assistant" means a natural person who is an employee, contractor, or agent of an endorsee or an AV testing entity and who provides information or advice to an autonomous vehicle.".

(12) Paragraph (3A) is amended by striking the phrase "means an employee, contractor, or other designee of the autonomous testing entity who is not physically present in an associated autonomous" and inserting the phrase ""means a natural person who is an employee, contractor, or agent of an autonomous testing entity or endorsee and who is not physically present in an autonomous" in its place.

(13) Paragraph (3B) is amended by striking the phrase "of an associated autonomous vehicle on public roadways to assess or demonstrate the associated autonomous vehicle's capabilities, including operating an associated autonomous" and inserting the phrase "of an autonomous vehicle on public roadways to assess or demonstrate the autonomous vehicle's capabilities, including operating an autonomous" in its place.

(14) Paragraph (3C) is amended by striking the phrase "means an employee, contractor, or other designee of the AV testing entity who" and inserting the phrase "means a natural person who is an employee, contractor, or agent of an AV testing entity or an endorsee and who" in its place.

(15) New paragraphs (5) and (6) are added to read as follows:

"(5) "Unreasonable risk to public safety" means a risk of physical injury or death to any roadway user that is greater than the risks presented by a reasonable human driver.

"(6) "Vulnerable road user" means a natural person who is not an occupant of a motor vehicle with more than 3 wheels, including:

"(A) A pedestrian;

"(B) Operating a wheelchair (whether motorized or unmotorized) or any other assistive device;

"(C) Operating a bicycle, an electric bicycle, or another micromobility device; and

"(D) Operating a motorcycle or motor-driven cycle.".

(b) Section 3 (D.C. Official Code § 50-2352) is revived as of the applicability date of this act and amended to read as follows:

"Sec. 3. Autonomous vehicles permitted.

"(a) No autonomous driving system shall be engaged on public roadways in the District except as described in subsection (b) of this section.

"(b)(1) An endorsee or the endorsee's agents may engage a covered autonomous driving system in any autonomous vehicle for which the endorsee has a received:

"(A) A commercial AV fleet endorsement; and

"(B) If providing for-hire passenger service, the requisite registration or license from the Department of For-Hire Vehicles governing the type of for-hire passenger service for which the autonomous vehicles will be used; provided, that an endorsee shall not be required

to receive such permits if it offers ride exclusively through a digital dispatch system operated by another entity that holds the requisite permits.

"(2)(A) A person or entity may engage a covered autonomous driving system or covered semi-autonomous driving system if they are:

"(i) An AV testing entity that has received an AV testing permit or driverless AV testing permit; or

"(ii) A person or entity testing without a permit as described in section 3a(d).

"(B) A person or entity who has been testing without a permit as described in section 3a(d) may continue to engage a covered autonomous driving system or covered semi-autonomous driving system in the District for up to 90 days after the AV testing permit application described in section 3a has been made publicly available and throughout the period that the Department is evaluating an entity's application for an AV testing period.

"(3) A person may engage an SAE J3016 Level 1 Driver Assistance system or an or SAE J3016 Level 2 Partial Driving Automation system at any time.

"(c) No covered autonomous driving system or covered semiautonomous driving system shall be engaged as a commercial motor vehicle, as that term is defined in 49 U.S.C. § 31101.

"(d)(1) In any grand jury, criminal, delinquency, or civil proceeding where a trier of fact must determine which entity was the driver at the time of an incident, the trier of fact shall determine the driver to be the in-vehicle driver, the remote operator, or the autonomous driving system that was in control of the dynamic driving task at the time of the incident based on the totality of the circumstances.

"(2)(A) For the purposes of paragraph (1) of this subsection, a rebuttable presumption shall exist that an autonomous driving system was engaged at the time of a crash if the ADS manufacturer's vehicle data logs, event data recorder, or other onboard system indicate that the autonomous driving system was active in the 30 seconds preceding the crash.

"(B) The ADS manufacturer shall bear the burden of rebutting this presumption with clear and convincing evidence.

"(3) Any ADS manufacturer or endorsee shall preserve all vehicle data logs, sensor data, software state records, and event data recorder information related to any crash reportable under paragraph (1) for no fewer than 3 years after the date of the incident, and shall make such data available to the Department, the Metropolitan Police Department, or any court of competent jurisdiction upon lawful request.

"(e) No later than September 30, 2028, the Department shall publish a report discussing the feasibility and safety of allowing owners of privately owned autonomous vehicles to engage its covered semi-autonomous driving system.".

(c) Section 3a (D.C. Official Code § 50-2352.01) is amended as follows:

(1) Subsection (b) is amended as follows:

(A) The existing text is redesignated as paragraph (1).

(B) A new paragraph (2) is added to read as follows:

"(2) Within 60 days after the applicability date of amendatory section 3a(b)(2), within section 2(c), of the Autonomous Vehicle Deployment Authorization Amendment Act of 2026, as approved by the Committee on Transportation and the Environment on DATE, 2026

(Committee print of Bill 26-684), the Department shall make available an application that allows for an AV testing entity to receive a driverless AV testing permit.".

(2) Subsection (c) is amended as follows:

(A) The lead-in language is amended by striking the phrase "application, an" and inserting the phrase "application for an AV testing permit or a driverless AV testing permit, an" in its place.

(B) Paragraph (5)(D) is amended as follows:

(i) Sub-subparagraph (i) is amended by striking the phrase "a minimal risk" and inserting the phrase "a mitigated risk" in its place.

(ii) Sub-subparagraph (ii) is amended by striking the phrase "a minimal risk" and inserting the phrase "a mitigated risk" in its place.

(3) The lead-in language of subsection (d) is amended by striking the phrase "not test or operate an autonomous vehicle on a District roadway" and inserting the phrase "not engage a covered autonomous driving system on a District roadway" in its place.

(4) A new subsection (e-1) is added to read as follows"

"(e-1)(1) Upon receipt of a complete driverless AV testing permit application, the Department shall review the driverless AV testing permit application and inform the applicant of the Department's determination within 90 calendar days after receipt of the complete driverless AV testing permit application.

"(2)(A) If the Department determines that the driverless AV testing permit application is incomplete, the Department shall notify the applicant of the issue and grant the applicant 30 additional calendar days to resubmit its driverless AV testing permit application.

"(B) The Department shall not require an applicant to pay an application fee for any driverless AV testing permit application resubmitted pursuant to subparagraph (A) of this paragraph.

"(3) The Department shall deny the driverless AV testing permit application only if:

"(A) The applicant fails to provide the information required by subsection (c) of this section after an opportunity to resubmit its driverless AV testing permit application as described in paragraph (2) of this subsection; or

"(B) The Department determines that the applicant's operations would create an unreasonable risk to public safety.

"(4)(A) If the Department fails to render a decision on a driverless AV testing permit within the 90-day period described in paragraph (1) of this subsection, the Department shall:

"(i) Provide a written response to the applicant explaining the reasons for the delay and the anticipated date by which the Department will render a decision, which shall be no later than 60 days after the date the Department provides the written response; and

"(ii) Extend the duration of the entity's existing AV testing permit until the Department reaches a decision on the driverless AV testing permit application.

"(B) If the Department does not render a decision by the date specified in the written response described in subparagraph (A)(i) of this paragraph, the driverless AV testing permit application shall be deemed approved.".

(d) New sections 3a-1 and 3a-2 are added to read as follows:

"Sec. 3a-1. Commercial autonomous vehicles fleet endorsement application.

"(a)(1) Within 225 days after the applicability date of the Autonomous Vehicle Deployment Authorization Amendment Act of 2026, as approved by the Committee on Transportation and the Environment on DATE, 2026 (Committee print of Bill 26-684), the Department shall make applications available for a commercial AV fleet endorsement as described in this section.

"(2)(A) A person shall not apply for a commercial AV fleet endorsement unless the person has conducted testing pursuant to a driverless AV testing permit issued as described in section 3a(b)(2) for at least 90 days before submission of its application, during which time the applicant recorded at least 75,000 miles of autonomous vehicle testing without a test operator present in the vehicle.

"(B) The Department may, through rulemaking, impose additional requirements relating to safety and accessibility that govern applications for commercial AV fleet endorsements.

"(C) The Department may require a specific endorsee to conduct additional testing if the endorsee requests to change the operational design domain of the endorsee's commercial AV fleet.

"(b) The application for a commercial AV fleet endorsement shall, at a minimum, require that the following be submitted to the Department:

"(1) The name, address, and principal point-of-contact of the applicant;

"(2) For each autonomous vehicle to be operated in the District under the permit:

"(A) The Vehicle Information Number ("VIN");

"(B) The vehicle's make, model, and year;

"(C) The vehicle's tag number and state of issuance;

"(D) Proof of current vehicle registration; and

"(E) Technical documentation establishing:

"(i) That the vehicle is equipped with a covered autonomous driving system;

"(ii) The operational design domain of the covered autonomous driving system;

"(iii) That the vehicle can achieve a mitigated risk condition if a failure of the covered autonomous driving system renders it unable to perform the dynamic driving task relevant to its intended operational design domain;

"(iv) That the autonomous driving system can reliably detect and respond to the presence of vulnerable road users, service animals, and wheelchair ramps;

"(v) That the autonomous vehicle is equipped with a device or other technology that, in the event of an emergency, allows for communication between remote assistants, remote operators, first responders, traffic control officers, and passengers including passengers with sensory disabilities, seated inside or located outside the autonomous vehicle; and

"(vi) That each autonomous vehicle is an electric vehicle, as that term is defined in 15 U.S.C. § 2502(4);

"(3) A statement signed by the applicant attesting that:

"(A) The autonomous vehicle can operate in compliance with the applicable traffic and motor vehicle safety regulations of the District, unless an exemption has been granted by the Department;

"(B) When required by federal law, the vehicle bears the required manufacturer's certification label indicating that at the time of its manufacture it has been certified to be in compliance with all applicable Federal Motor Vehicle Safety Standards, including reference to any exemption granted by the National Highway Traffic Safety Administration; and

"(C) The applicant understands that, after receiving a commercial AV fleet endorsement, the applicant shall obtain the requisite permits from the Department of For-Hire Vehicle before using its commercial AV fleet in connection with for-hire passenger service, except in cases where the applicant offers trips exclusively through a digital dispatch system operated by another entity that has obtained the requisite permits;

"(4) Proof that the applicant is covered by motor vehicle liability coverage or self-insurance in an amount not less than $5 million;

"(5) A first responder interaction plan;

"(6) A plan regarding the strategies or technologies used to comply with the requirements of section 3a-2(d), including:

"(A) How many vehicles in the applicant's commercial AV fleet are wheelchair accessible;

"(B) How the applicant will provide service to people who use wheelchairs or other assistive devices if a wheelchair accessible autonomous vehicle is not available;

"(C) How the human-machine interface within autonomous vehicles will be accessible to people with sensory or cognitive disabilities; and

"(D) Whether the applicant offers wheelchair accessible autonomous vehicles in another service area;

"(7) An explanation as to how the testing miles recorded in the District pursuant to a driverless AV testing permit, and testing miles recorded outside of the District, are representative of the operational design domain of the autonomous driving system equipped in the vehicles for which the approval is being sought, including factors such as time of day, weather conditions, and testing locations;

"(8) A continuity of operations plan that explains the redundancy and resiliency measures the applicant has implemented to maintain operations during emergency circumstances, such as power outages, cellular or wireless data network outages, or extreme weather events, and to mitigate the resulting impacts to traffic safety and roadway congestion;

"(9) A copy of the applicant's non-discrimination policy as described in section 20f-1 of the Department of For-Hire Vehicles Establishment Act of 1985, effective March 10, 2015 (D.C. Law 20-197; D.C. Official Code § 50–301.25a); and

"(10) A nonrefundable application fee of $15,000.

"(c)(1) Upon receipt of a complete commercial AV fleet endorsement application, the Department shall review the application and inform the applicant of the Department's determination within 90 calendar days after receipt of the complete application.

"(2)(A) If the Department determines that the application is incomplete, the Department shall notify the applicant and grant the applicant 30 additional calendar days to resubmit its application.

"(B) The Department shall not require an applicant to pay the application fee for any application resubmitted pursuant to subparagraph (A) of this paragraph.

"(3) The Department shall deny the application only if:

"(A) The applicant is not in compliance with the terms of, or there are pending enforcement actions against, their existing driverless AV testing permit or commercial AV endorsement;

"(B) The applicant fails to provide the information required by subsection (b) of this section after an opportunity to resubmit its application as described in paragraph (2) of this subsection; or

"(C) The Department determines that the applicant's operation of autonomous vehicles would pose an unreasonable risk to public safety, based on the applicant's performance under the Autonomous Vehicle Testing Program, a previously issued commercial AV fleet endorsement, or the applicant's safety record in another jurisdiction.

"(4)(A) If the Department fails to render a decision within the 90-day period described in paragraph (1) of this subsection, the Department shall:

"(i) Provide a written response to the applicant explaining the reasons for the delay and the anticipated date by which the Department will render a decision, which shall be no later than 60 days after the date of the written response; and

"(ii) Extend the duration of the entity's existing driverless AV testing permit until the Department reaches a decision on the commercial AV fleet endorsement application.

"(B) If the Department does not render a decision by the date specified in the written response described in subparagraph (A)(i) of this paragraph, the application shall be deemed approved.

"(d)(1) A commercial AV fleet endorsement granted under this section shall be valid for 3 years after the date of issuance, unless the approval is:

"(A) Suspended or revoked by the Department; or

"(B) The duration of the permit is extended as described in subsection (c)(4)(A)(ii) of this section.

"(2)(A) An endorsee or a person who previously received a commercial AV fleet endorsement may apply to receive a new commercial AV endorsement through the application process described in subsection (b) of this section.

"(B) To avoid a lapse in its commercial AV fleet endorsement while an endorsee is seeking to a new commercial AV fleet endorsement, the endorsee shall apply for new commercial AV fleet endorsement at least 90 days before the date on which their current commercial AV fleet endorsement is set to expire; provided, that the endorsee's existing commercial AV fleet endorsement shall remain in effect until the Department has made a final determination on the renewal application.

"(e) Upon approval of an initial or renewed commercial AV fleet endorsement, the endorsee shall submit a non-refundable fee of $750 to the Department for each autonomous vehicle covered by its commercial AV fleet endorsement.

"(f) If there is a material change in the information provided to the Department pursuant to subsection (b) of this section, an endorsee shall inform the Department of the material change no later than 14 calendar days after its discovery, except that changes to the information provided pursuant to subsection (b)(2) of this section may be provided on a monthly basis to the Department.

"(g)(1) The endorsee, or if there is not an endorsee, the ADS manufacturer, is considered to be the licensed driver or operator of the autonomous vehicle engaged in autonomous operation for the purpose of assessing compliance with applicable traffic or motor vehicle laws and liability, including for the purposes of issuing and adjudicating notices of infraction or other tickets related to the violation of District law or regulations, and shall be deemed to be responsible for all physical acts required by a driver or operator of the vehicle.

"(B) A endorsee is responsible for resolving any notices of infraction or other tickets issued against vehicles included in its commercial AV fleet endorsement or any covered autonomous driving system equipped to vehicles included in its commercial AV fleet endorsement, including the payment of any applicable fine or penalty.

"(h) No endorsee shall require a customer to agree to arbitration regarding real or potential liability as a condition for service.

"(i)(1) An endorsee's commercial AV fleet shall operate in compliance with the applicable traffic and motor vehicle safety regulations of the District, unless an exemption has been granted by the District Department of Transportation.

"(2) When required by federal law, the autonomous vehicle shall bear the required manufacturer's certification label indicating that at the time of its manufacture it has been certified to be in compliance with all applicable Federal Motor Vehicle Safety Standards, including reference to any exemption granted by the National Highway Traffic Safety Administration.

"(3) Any endorsee shall comply with any other District laws governing the operation of for-hire passenger service, including the accessibility requirements described in section 20f-1 of the Department of For-Hire Vehicles Establishment Act of 1985, effective March 10, 2025 (D.C. Law 20-197; D.C. Official Code § 50–301.25a), except:

"(A) That any provision of law that reasonably applies only to an in-vehicle driver shall not apply to the operation of vehicles operated exclusively by a covered autonomous driving system for all trips; and

"(B) The requirements of section 20j-2(d)(2) of the District of Columbia Taxicab Commission Establishment Act of 1985, effective March 25, 1986 (D.C. Law 6-97; D.C. Official Code § 50–301.29b), shall not apply to any autonomous vehicles that are being tested by an AV testing entity or a person or entity engaged in testing pursuant to section 3a(d), or being operated pursuant to a commercial AV fleet endorsement under this act.

"(j) The Department may require, through rulemaking, that endorsees provide the Department with a digitized log of significant infrastructure defects detected within the District by its commercial AV fleet's sensors, such as the GPS coordinates and timestamps of identified potholes, sinkholes, or significant pavement degradation. The rulemaking shall include due consideration of the technological capabilities of the endorsee's commercial AV fleet to detect

such infrastructure defects and the costs to the endorsee of collecting, analyzing, and transmitting that data to the Department.

"Sec 3a-2. Management of commercial autonomous vehicles fleets.

"(a)(1) An endorsee shall operate no more than 200 autonomous vehicles within the District.

"(2) The Department shall not issue a commercial AV fleet endorsement that would result in more than 800 commercial AV fleet total vehicles operating within the District at any given time.

"(b)(1) An endorsee may offer for-hire passenger service using autonomous vehicles for which it has received a commercial AV fleet endorsement through a dispatch service directly managed by the endorsee or through a dispatch service managed by another entity that has received the requisite permits from the Department of For-Hire Vehicles.

"(2) If an endorsee offers for-hire passenger service through a dispatch service managed by another entity, the other entity shall not be subject to any requirement of this act, or any rule issued under this act, that is intended to govern endorsees.

"(c) An endorsee shall:

"(1) Ensure that their commercial AV fleet vehicles lawfully park;

"(2) Ensure their commercial AV fleet vehicles can provide safe pickup and dropoff for all passengers, including people using wheelchairs;

"(3) Ensure that their commercial AV fleet vehicles do not occupy, block, or otherwise impede access to or travel within a vehicle travel lane or designated bicycle lane, except when allowed under sections 2225 and 2405 of the District of Columbia Municipal Regulations

(18 DCMR § 2225 and 2405), or if otherwise necessary for the safety of passengers and other road users, including vulnerable road users;

"(4) Minimize the operation of commercial AV fleet vehicles when the vehicle is unoccupied and has neither a passenger nor a destination, constituent with reasonable operational requirements;

"(5) Fairly rebalance commercial AV fleet vehicles among wards based on demand to avoid disparate availability or wait times while taking reasonable measures to avoid unnecessary vehicle miles traveled; and

"(6) Provide equitable service to people using wheelchairs or other assistive devices.

"(d) The Department may impose additional requirements or conditions as necessary to ensure safe, efficient, and lawful operation within the District through rulemaking.

"(e) To facilitate seamless multimodal travel, any entity offering rides on a commercial AV fleet vehicle through a digital dispatch system, including an endorsee operating its own digital dispatch system, shall:

"(1) Seek to support payment systems that ensure that its digital platforms are compatible with widely adopted, industry-recognized standards for secure, interoperable contactless payments, such as app-based digital payment platforms; and

"(2) Collaborate with the Washington Area Metropolitan Transit Authority and other transit agencies in the region to develop a transit incentive program through which enrolled commercial AV customers may receive credits or discounts for commercial AV trips that connect

to public transit or the Capital Bikeshare program; provided, that the AV customer actually takes a public transit trip or a Capital Bikeshare ride.

"(f) An endorsee shall not allow a remote operator to assume the dynamic driving task of an autonomous vehicle unless the remote operator holds a valid driver's license.

(d) Section 3b(a)(1) (D.C. Official Code § 50-2352.02(a)(1)) is amended by striking the phrase "raise safety" and inserting the phrase "raise reasonable safety" in its place.

(e) Section 3c (D.C. Official Code § 50-2352.03) is amended as follows:

(1) Subsection (a)(2) is amended by striking the phrase "number of" and inserting the phrase "number and location of" in its place.

(2) New subsections (e), (f), (g), (h), and (i) to read as follows:

"(e) On a quarterly basis, an endorsee shall provide to the Department, in a form to be determined by the Department, the following information from each reporting period:

"(1) The total number of vehicle miles traveled by its commercial AV fleet, broken down by miles during which vehicles in the commercial AV fleet were:

"(A) Actively transporting passengers;

"(B) Dispatched and traveling to the pickup location in response to a request for service; and

"(C) Traveling for any other purpose, such as the fair redistribution of the commercial AV fleet across the District;

"(2) The number of trips requested from and completed by its commercial AV fleet;

"(3) The number of times a vehicle in its commercial AV fleet entered a mitigated risk condition;

"(4) The number of times a vehicle in its commercial AV fleet was disabled to the point of requiring physical intervention by a first responder, endorsee, or another entity, and the amount of time that elapsed between the autonomous vehicle becoming disabled and the physical intervention;

"(5) The number and location of crashes involving a vehicle within its commercial AV fleet that resulted in property damage exceeding $1,000, excluding damage to the vehicle itself, bodily injury, or death;

"(6) A description of any changes the endorsee has implemented or intends to implement following a crash that occurred during the reporting period, such as upgrades to the autonomous vehicle's hardware or software systems, or an explanation of why the endorsee has not implemented or does not intend to implement changes; and

"(7) For trips involving wheelchair accessible service requests:

"(A) The total number of trips requested from and completed by the endorsee for wheelchair accessible service, including:

"(i) The zip code where each request originated and terminated;

"(ii) Whether the trip was requested through a digital dispatch system or through another means;

"(iii) The make and model of the vehicle that was provided and whether it was operated by a human driver or a covered autonomous driving system;

"(iv) The wait time between the request and pickup; and

"(v) The date and time of service;

"(B) The total number requests that were cancelled or not fulfilled, including:

"(i) The zip code where each request originated and its intended destination; and

"(ii) A short description of the reason why the request was cancelled or not fulfilled; and

"(C) The total number of times a wheelchair or another assistive device was damaged during service.

"(f) The Department shall publish the reports required by subsection (e) of this section on its website no later than 5 business days after receipt; provided, that the Department shall redact or exclude any proprietary, confidential, or security-sensitive information.

"(g)(1) A endorsee shall notify the Department of a crash involving a vehicle within its commercial AV fleet that results in property damage exceeding $1,000, excluding damage to the vehicle itself, bodily injury, or death within 12 hours after the discovery of the crash.

"(2) The notification provided pursuant to paragraph (1) of this subsection shall include, to the extent known:

"(A) The name of the endorsee;

"(B) The date, time, and location of the crash;

"(C) The severity of the crash, including any injuries to passengers or other roadway users; and

"(D) The name, title, and contact information of the endorsee's representative reporting the crash.

"(3) Within 5 business days after the crash, the endorsee shall submit a crash report to the Department that contains the following information:

"(A) The date, time, location, type of roadway, weather conditions, and a brief description of the event;

"(B) A summary of the movement of the vehicle preceding the crash, such as whether the vehicle was parked, stopped, accelerating, reversing, making a turn, and its speed of travel; and

"(C) The name, title, and contact information for endorsee's representative submitting the crash report.

"(h)(1) The Department may require the endorsee to submit additional information necessary to investigate a crash.

"(2) Upon receipt of a reasonable request for information related to a crash from the Department, the endorsee, shall provide that information to the Department.

"(i) A endorsee shall provide unredacted copies of any collision or incident reports submitted to the National Highway Traffic Safety Administration ("NHTSA") pursuant to federal standing general orders or other written guidance to the Department within one business day after its submission to NHTSA.".

(f) Section 3f (D.C. Official Code § 50-2352.06) is amended as follows:

(1) Subsection (a) is amended by striking the phrase "than $1,000 per" and inserting the phrase "than $5,000 per" in its place.

(2) Subsection (b) is amended by striking the phrase "deny an AV testing permit issued by the Department for" and insert the phrase "deny an AV testing permit, a driverless AV

testing permit, the ability to test without a permit pursuant to section 3a(d), or a commercial AV fleet endorsement for" in its place.

(3) New subsections (c), (d), (e), (f), and (g) are added to read as follows:

"(c) If the Department determines that an AV testing entity engaged in driverless testing or an endorsee's operations create an unreasonable risk to public safety, the Department shall issue to the endorsee a written notice of intent that:

"(1) States that the Department seeks to revoke, suspend, or impose restrictions on the AV testing entity's driverless AV testing permit or the endorsee's commercial AV fleet endorsement, including which specific enforcement actions the Department will take if the notice is upheld;

"(2) Explains the Department's reasoning for its initial determination, including any supporting documentation or evidence; and

"(3) Provides the AV testing entity or the endorsee with a reasonable period to:

"(A) Dispute the underlying facts or initial determination of the notice of intent; or

"(B) Correct the issues identified in the Department's notice of intent.

"(d) Before the expiration of the period specified in the notice of intent, an AV testing entity or endorsee shall provide a written response to the notice of intent that:

"(A) Disputes the underlying facts or initial determination of the notice of intent; or

"(B) Explains how the issues identified in the notice of intent have been corrected, such as identifying new strategies or technologies that the endorsee has implemented.

"(e)(1) If the response disputes underlying facts or initial determination, and the Department:

"(A) Determines that the AV testing entity or endorsee's operations do not create an unreasonable risk to public safety, the notice of intent shall be dismissed; or

"(B) Upholds its initial determination that the AV testing entity's driverless testing or the endorsee's operations create an unreasonable risk to public safety, the Department shall notify the AV testing entity or the endorsee of its determination and give the AV testing entity or endorsee a reasonable time to correct the issues identified in the notice of intent.

"(2) If AV testing entity or endorsee attempts to correct the issues identified in the notice, and the Department:

"(A) Determines that the AV testing entity's driverless testing or the endorsee's operations do not create an unreasonable risk to public safety, the notice of intent shall be dismissed; or

"(B) Upholds its initial determination that the AV testing entity's driverless AV testing or the endorsee's operations create an unreasonable risk to public safety, the Department may take any enforcement action specified in the original notice of intent.

"(3) If the AV testing entity or endorsee fails to respond to the notice of intent, the Department may take any enforcement action specified in the original notice of intent.

"(f)(1) If the Department takes an enforcement action against an AV testing entity or endorsee as described in subsection (e) of this section, the AV testing entity or endorsee may:

"(A) Appeal the action to the Office of Administrative Hearings as described in section 3g; or

"(B) Submit proof to the Department that the issues identified in the notice of intent have been corrected.

"(2) If the Department determines, based on the proof submitted as described in paragraph (1)(B) of this subsection, that the endorsee's operations no longer create an unreasonable risk to public safety, the Department shall rescind any enforcement action taken, provided that the Department shall not remit to an endorsee any fines or fees lawfully imposed under this act.

"(g) If the Department believes that that an AV testing entity or endorsee's operations create an imminent threat to public safety, the Department may order the AV testing entity or the endorsee to immediately cease the engagement of the AV testing entity or endorsee's autonomous driving system within their respective AV testing or commercial AV fleet.".

(g) New sections 3h, 3i, and 3j are added to read as follows:

"Sec. 3h. Vehicle miles traveled tax; rate.

"The Department shall levy and collect a tax of $0.075 for each vehicle mile traveled on the aggregate number of vehicle miles traveled by autonomous vehicles operated pursuant to a commercial AV fleet endorsement.

"Sec. 3i. Autonomous Vehicle Deployment Fund establishment.

"(a) There is established as a special fund the Autonomous Vehicle Deployment Fund ("Fund"), which shall be administered by the Mayor in accordance with this section.

"(b) All funds collected from the following sources shall be deposited into the Fund:

"(1) The application fee described at section 3(c)(6);

"(2) The permit fee described at section 3(e);

"(3) The vehicle miles tax described at section 3h; and

"(4) Any other fines or fees assessed under this act, or regulations issued pursuant to this act.

"(c) Money in the Fund shall be used to cover any implementation costs of the Autonomous Vehicle Deployment Authorization Amendment Act of 2026, as approved by the Committee on Transportation and the Environment on DATE, 2026 (Committee print of Bill 26-684). Any remaining funds shall be used as follows:

"(1) 50% of the remaining funds shall be used to support public transit infrastructure and service;

"(2) For the first 3 years after the applicability date of the Autonomous Vehicle Deployment Authorization Amendment Act of 2026, as approved by the Committee on Transportation and the Environment on DATE, 2026 (Committee print of Bill 26-684):

"(A) 25% of the remaining funds shall be used to support education, vocational training, and workforce development programming to train ride-share drivers who have been or are at-risk of job displacement due to the adoption of commercial autonomous vehicles for technician, operational, or other roles within the autonomous vehicle industry; and

"(B) 25% of the remaining funds shall be dedicated to enhancing accessibility and service options for people with disabilities; and

"(3) After the first 3 years after the applicability date of the Autonomous Vehicle Deployment Authorization Amendment Act of 2026, as approved by the Committee on Transportation and the Environment on DATE, 2026 (Committee print of Bill 26-684), 50% of the

remaining funds shall be dedicated to enhancing accessibility and service options for people with disabilities.

"(d)(1) The money deposited into the Fund but not expended in a fiscal year shall not revert to the unassigned fund balance of the General Fund of the District of Columbia at the end of a fiscal year, or at any other time.

"(2) Subject to authorization in an approved budget and financial plan, any funds appropriated in the Fund shall be continually available without regard to fiscal year limitation.

"Sec. 3j. Addressing impact on for-hire passenger service industry; workforce protections.

"(a) No later than 180 days after the applicability date of the Autonomous Vehicle Deployment Authorization Amendment Act of 2026, as approved by the Committee on Transportation and the Environment on DATE, 2026 (Committee print of Bill 26-684), the Department of For-Hire Vehicles ("DFHV") shall publish a report that:

"(1) Analyzes the impact of the deployment of autonomous vehicles in the District on the taxi and ride-share industries, including:

"(A) Any job loss or displacement for District residents;

"(B) Any new jobs created by the deployment of autonomous vehicles in the District; and

"(C) The impact on the availability of for-hire passenger service for people who use wheelchairs and other assistive devices; and

"(2) Proposes a spending plan for the deposits described in section 3i(c)(2)(A) developed in consultation with the Department of Employment Services and labor organizations representing workers impacted or displaced by the deployment of autonomous vehicles in the

District, including rideshare drivers, commercial motor vehicle operators, and members of the public transit sector.

"(b) The Department of For-Hire Vehicles may establish, through rulemaking:

"(1) Daily or weekly restrictions on the number of hours a remote operator may, without a break or within a single working shift, be on-duty or actively operating autonomous vehicles; and

"(2) Required ratios between the number of remote operators on duty and the number of commercial AV fleet vehicles that are in service within the District at any time.

(c)(1) The independent contractors described in paragraph (2) of this subsection shall have the right:

"(A) Of self-organization;

"(B) To form, join, or assist a covered labor organization;

"(C) To bargain collectively through representatives of their own choosing;

"(D) To engage in concerted activities, for the purpose of collective bargaining or other mutual aid, free from interference, restraint, or coercion by their respective employers;

"(E) To refrain from any of the activities described in subparagraphs (A) through (D) of this paragraph.

"(2) The following independent contractors shall have the rights described in paragraph (1) of this subsection:

"(A) Any independent contractor employed by a private vehicle-for-company as a private vehicle for-hire operator, as those terms are defined in section 4 of the District

of Columbia Taxicab Commission Establishment Act of 1985, effective March 25, 1986 (D.C. Law 6-97; D.C. Official Code § 50–301.03); and

"(B) Any independent contractor whose primary responsibilities include the repair or maintenance of autonomous vehicles or any electric vehicle charging infrastructure within the District, and who is employed by an AV testing entity, a person or entity conducting testing pursuant to section 3a(d), or an endorsee testing or operating the District.

"(3)(A) The independent contractors described in paragraph (2) of this subsection may confer with their respective employers at any time.

"(B) During such conference, the employers shall not, directly or indirectly, interfere with, restrain or coerce such workers in the exercise of the rights granted to independent contractors by this subsection.

"(3) For the purposes of this subsection:

"(A) "Covered labor organization" means any organization in which independent contractors described in paragraph (2) of this subsection participate, and which exists and is constituted for the purposes of collective bargaining, or of dealing with the employers of the independent contractors concerning grievances, terms or conditions of work, or of other mutual aid or protection and which is not a union organized by the employer.".

(h) Section 54 (D.C. Official Code § 50–2354) is amended as follows:

(1) The existing text is redesignated as subsection (a).

(2) Subsection (a) is amended by striking the phrase "this act" and inserting the phrase "this act, including rules establishing the procedures for any exemptions for low-speed or

limited operational domain autonomous driving systems that the Departments determines do not present material public safety risks" in its place.

(2) A new subsection (b) is added to read as follows:

"(b) The Department shall not issue rules requiring a hold a public hearing or public comment on, or make available for public comment, a proposed decision on any specific applicant's application for a commercial AV fleet endorsement.".

Sec. 3. The Department of For-Hire Vehicle Establishment Act of 1985, effective March 25, 1986 (D.C. Law 6-97; D.C. Official Code § 50-301.01 *et seq.*), is amended as follows:

(a) Section 20f (D.C. Official Code § 50–301.25) is amended as follows:

(1) The section heading is amended by striking the phrase "vehicles-for-hire" and inserting the phrase "vehicles-for-hire; Vehicle-for-Hire Accessibility Advisory Committee" in its place.

(2) Subsection (b) is amended by adding a new paragraph (5) and (6) to read as follows:

"(5) Any entity that operates a for-hire passenger service or digital dispatch system shall, through a designated representative, attend 2 meetings of the Accessibility Advisory Committee and the Multimodal Accessibility Advisory Council each year to receive feedback on operations in the District.

"(6)(A) The Committee may adopt, in a manner to be determined by the Committee, formal resolutions on topics within its purview, including service complaints regarding any entity that operates a for-hire passenger service or digital dispatch service.

"(B)(i) The Committee may transmit a formal resolution it has adopted regarding for-hire passenger service or digital dispatch system to the entity offering that service, and may request a response to the Committee's resolution from that entity; provided, that the Committee may not request a response sooner than 15 business days after the date of transmittal.

"(ii) Upon receipt of a formal complaint transmitted as described in sub-subparagraph (1) of this subparagraph, the entity shall respond to the Committee's complaint within the timeframe requested in the formal resolution.".

(3) New subsections (j) and (k) are added to read as follows:

"(j)(1) Within one month after the effective applicability date of this bill, and on a quarterly basis thereafter, any entity offering for-hire passenger service shall report provide to DFHV the comparative wait times between wheelchair accessible for-hire passenger service and non-wheelchair accessible for-hire passenger service based on their last quarter of service.

"(2) Within 2 months after the effective applicability date of the Autonomous Vehicle Deployment Authorization Amendment Act of 2026, as approved by the Committee on Transportation and the Environment on DATE, 2026 (Committee print of Bill 26-684), and on a quarterly basis thereafter, DFHV shall publish on its website the information it has received pursuant to paragraph (1) of this subsection.

"(3) Within 6 months after the effective applicability date of the Autonomous Vehicle Deployment Authorization Amendment Act of 2026, as approved by the Committee on Transportation and the Environment on DATE, 2026 (Committee print of Bill 26-684), and on an annual basis thereafter, DFHV shall issue rules that establish, for each quarter of the next calendar year, the maximum allowable wait time for for-hire passenger service where a wheelchair-

accessible vehicle has been requested, to be stated as a function or percentage of comparable trip involving a non-wheelchair accessible service request. The maximum allowable wait times established in the rules issued pursuant to this paragraph shall:

"(A) For the initial quarter, be no less than the average wait time reported by an entity offering for-hire passenger service pursuant to paragraph (1) of this subsection; and

"(B) For the subsequent quarters, gradually reduce until there is no disparity in wait times between wheelchair accessible vehicle trips and non-wheelchair accessible vehicle trips.

"(k)(1)(A) Any endorsee, as that term is defined in section 2(2C-i) of the Autonomous Vehicle Act of 2012, effective April 23, 2013 (D.C. Law 19-278; D.C. Official Code § 50-2351(2C-i)), shall begin adding wheelchair accessible autonomous vehicles to its commercial AV fleet by January 1, 2032, or within 18 months after publication of the notice described in subparagraph (B), whichever is earlier.

"(B) The Department of For-Hire Vehicles shall publish a notice on its website and in the D.C. Register when a wheelchair accessible autonomous vehicle has been deployed for commercial use in another jurisdiction within the United States.

"(2) Any new or replacement autonomous vehicles added to an endorsee's commercial AV fleet endorsement after the timeline described in paragraph (1) of this subsection shall be wheelchair accessible until the requirements of paragraph (3) of this subsection are met.

"(3) No later than January 1, 2034, at least 20% of any endorsee's fleet shall be wheelchair-accessible.".

(b) Section 20f-1 (D.C. Official Code § 50–301.25a) is amended as follows:

(1) Subsection (b-1) is amended as follows:

(A) The existing text is designated as paragraph (1).

(B) A new paragraph (2) is added to read as follows:

"(2) If a company refers a request for a wheelchair-accessible vehicle to another provider that can fulfil the request:

"(A) The referral shall occur seamlessly through the digital dispatch system, without requiring the requestor to make an additional request or communicate with the other provider through a mode other than the digital dispatch system;

"(B) The digital dispatch system shall allow the requestor to communicate with the other provider through the digital dispatch system; and

"(C) Any features or functionality provided through the digital dispatch, such as real-time updates on arrival or dropoff times, the ability to cancel the ride, or to change the destination, shall remain available.".

(2) A new subsection (d) is added to read as follows:

"(d) Any entity that provides for-hire passenger service shall establish and maintain a non-discrimination policy consistent with the requirements of the Human Rights Act of 1977, effective December 13, 1977 (D.C. Law 2-38; D.C. Official Code § 2-1401.01 *et seq.*), while providing on demand service with an AV or vehicle with an in-vehicle driver.".

Sec. 4. Applicability.

(a) This act shall apply upon the date of inclusion of its fiscal effect in an approved budget and financial plan.

(b) The Chief Financial Officer shall certify the date of inclusion of the fiscal effect in an approved budget and financial plan and provide notice to the Budget Director of the Council of the certifications.

(c)(1) The Budget Director shall cause the notices of the certification to be published in the District of Columbia Register.

(2) The dates of publication of the notices of certification shall not affect the applicability of this act.

Sec. 5. Fiscal impact statement.

The Council adopts the fiscal impact statement in the committee report as the fiscal impact statement required by section 4a of the General Legislative Procedures Act of 1975, approved October 16, 2006 (120 Stat. 2038; D.C. Official Code § 1-301.47a).

Sec. 6. Effective date.

This act shall take effect following approval by the Mayor (or in the event of veto by the Mayor, action by the Council to override the veto) and a 30-day period of congressional review as provided in section 602(c)(1) of the District of Columbia Home Rule Act, approved December 24, 1973 (87 Stat. 813; D.C. Official Code § 1-206.02(c)(1)).