

SENATE BILL 909

R5

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CF HB 1295

By: **Senators Love, Brooks, Ferguson, Gile, King, Waldstreicher, and Zucker**

Introduced and read first time: February 6, 2026

Assigned to: Judicial Proceedings

A BILL ENTITLED

1 AN ACT concerning

2 **Vehicle Laws – Fully Autonomous Vehicles**

3 FOR the purpose of establishing certain standards and requirements for the operation of
4 fully autonomous vehicles on highways in the State; establishing that certain data
5 collected by fully autonomous vehicles is subject to the Online Data Privacy Act; and
6 generally relating to fully autonomous vehicles.

7 BY repealing and reenacting, without amendments,
8 Article – Commercial Law
9 Section 14–4701(a) and (w)
10 Annotated Code of Maryland
11 (2025 Replacement Volume)

12 BY repealing and reenacting, with amendments,
13 Article – Commercial Law
14 Section 14–4702
15 Annotated Code of Maryland
16 (2025 Replacement Volume)

17 BY repealing and reenacting, without amendments,
18 Article – Transportation
19 Section 15–901(a)
20 Annotated Code of Maryland
21 (2020 Replacement Volume and 2025 Supplement)

22 BY repealing and reenacting, with amendments,
23 Article – Transportation
24 Section 15–901(f)
25 Annotated Code of Maryland
26 (2020 Replacement Volume and 2025 Supplement)

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.



BY adding to

Article – Transportation

Section 21–1501 through 21–1510 to be under the new subtitle “Subtitle 15. Fully Autonomous Vehicles”

Annotated Code of Maryland

(2020 Replacement Volume and 2025 Supplement)

SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,
That the Laws of Maryland read as follows:

Article – Commercial Law

14–4701.

(a) In this subtitle the following words have the meanings indicated.

(w) (1) “Personal data” means any information that is linked or can be reasonably linked to an identified or identifiable consumer.

(2) “Personal data” does not include:

(i) De-identified data; or

(ii) Publicly available information.

14–4702.

This subtitle applies to a person that [conducts]:

(1) CONDUCTS business in the State or provides products or services that are targeted to residents of the State, and that during the preceding calendar year did any of the following:

[(1)] (I) Controlled or processed the personal data of at least 35,000 consumers, excluding personal data controlled or processed solely for the purpose of completing a payment transaction; or

[(2)] (II) Controlled or processed the personal data of at least 10,000 consumers and derived more than 20% of its gross revenue from the sale of personal data;
OR

(2) COLLECTS PERSONAL DATA THROUGH THE USE OR OPERATION OF A FULLY AUTONOMOUS VEHICLE, AS DEFINED UNDER § 21–1501 OF THE TRANSPORTATION ARTICLE.

Article – Transportation

1 15-901.

2 (a) In this subtitle the following words have the meanings indicated.

3 (f) "Operational design domain" means operating conditions under which a given
4 automated driving system is specifically designed to function, including conditions subject
5 to:

6 (1) Environmental restrictions;

7 (2) Geographic restrictions;

8 (3) Time-of-day restrictions; or

9 (4) The [required] **REQUISITE** presence or absence of certain traffic or
10 roadway characteristics.

11 **SUBTITLE 15. FULLY AUTONOMOUS VEHICLES.**

12 **21-1501.**

13 (A) **IN THIS SUBTITLE THE FOLLOWING WORDS HAVE THE MEANINGS**
14 **INDICATED.**

15 (B) **"AUTOMATED DRIVING SYSTEM" MEANS THE HARDWARE AND**
16 **SOFTWARE THAT ARE COLLECTIVELY CAPABLE OF PERFORMING THE ENTIRE**
17 **DYNAMIC DRIVING TASK ON A SUSTAINED BASIS, REGARDLESS OF WHETHER IT IS**
18 **LIMITED TO A SPECIFIC OPERATIONAL DESIGN DOMAIN.**

19 (C) **"DYNAMIC DRIVING TASK" MEANS ALL OF THE REAL-TIME**
20 **OPERATIONAL FUNCTIONS REQUIRED TO OPERATE A MOTOR VEHICLE ON A**
21 **HIGHWAY, INCLUDING:**

22 (1) **LATERAL VEHICLE MOTION CONTROL THROUGH STEERING;**

23 (2) **LONGITUDINAL MOTION CONTROL THROUGH ACCELERATION**
24 **AND DECELERATION;**

25 (3) **MONITORING THE DRIVING ENVIRONMENT THROUGH OBJECT**
26 **AND EVENT DETECTION, RECOGNITION, CLASSIFICATION, AND RESPONSE**
27 **PREPARATION;**

28 (4) **OBJECT AND EVENT RESPONSE EXECUTION;**

(5) MANEUVER PLANNING; AND

(6) SIGNALING WITH LIGHTS OR GESTURES.

(D) (1) “FULLY AUTONOMOUS VEHICLE” MEANS A MOTOR VEHICLE EQUIPPED WITH AN AUTOMATED DRIVING SYSTEM DESIGNED TO FUNCTION WITHOUT A HUMAN DRIVER.

(2) “FULLY AUTONOMOUS VEHICLE” INCLUDES A MOTOR VEHICLE EQUIPPED WITH A LEVEL 4 OR 5 SYSTEM AS DEFINED BY “TAXONOMY AND DEFINITIONS FOR TERMS RELATED TO DRIVING AUTOMATION SYSTEMS FOR ON-ROAD MOTOR VEHICLES” PUBLISHED BY THE SOCIETY OF AUTOMOTIVE ENGINEERS INTERNATIONAL IN APRIL 2021.

(E) “HUMAN DRIVER” MEANS AN INDIVIDUAL IN A VEHICLE WITH A VALID LICENSE TO OPERATE A MOTOR VEHICLE WHO IS ABLE TO PERFORM THE DYNAMIC DRIVING TASK.

(F) “MINIMAL RISK CONDITION” MEANS A STABLE, STOPPED CONDITION TO WHICH A HUMAN DRIVER OR AN AUTOMATED DRIVING SYSTEM MAY BRING A FULLY AUTONOMOUS VEHICLE AFTER PERFORMING THE DYNAMIC DRIVING TASK FALLBACK TO REDUCE THE RISK OF A CRASH WHEN A GIVEN TRIP CANNOT OR SHOULD NOT BE CONTINUED.

(G) “OPERATIONAL DESIGN DOMAIN” HAS THE MEANING STATED IN § 15-901 OF THIS ARTICLE.

21-1502.

(A) A PERSON MAY OPERATE A FULLY AUTONOMOUS VEHICLE ON A HIGHWAY IN THE STATE WITHOUT A HUMAN DRIVER AND WITH THE AUTOMATED DRIVING SYSTEM ENGAGED IF THE VEHICLE MEETS THE FOLLOWING CONDITIONS:

(1) IF A FAILURE OF THE AUTOMATED DRIVING SYSTEM OCCURS THAT RENDERS THE SYSTEM UNABLE TO PERFORM THE ENTIRE DYNAMIC DRIVING TASK RELEVANT TO ITS INTENDED OPERATIONAL DESIGN DOMAIN, THE FULLY AUTONOMOUS VEHICLE WILL ACHIEVE A MINIMAL RISK CONDITION;

(2) THE FULLY AUTONOMOUS VEHICLE IS CAPABLE OF OPERATING IN ACCORDANCE WITH THE MARYLAND VEHICLE LAW, UNLESS THE ADMINISTRATION HAS ADOPTED A REGULATION EXEMPTING AUTONOMOUS VEHICLES FROM SPECIFIC PROVISIONS OF LAW; AND

1 **(3) THE FULLY AUTONOMOUS VEHICLE DISPLAYS THE REQUIRED**
2 **MANUFACTURER'S CERTIFICATION LABEL INDICATING THAT THE VEHICLE IS IN**
3 **COMPLIANCE WITH ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY**
4 **STANDARDS, INCLUDING REFERENCE TO ANY EXEMPTION GRANTED BY THE**
5 **NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION.**

6 **(B) (1) BEFORE OPERATING A FULLY AUTONOMOUS VEHICLE ON A**
7 **HIGHWAY IN THE STATE WITHOUT A HUMAN DRIVER AND WITH THE AUTOMATED**
8 **DRIVING SYSTEM ENGAGED, A PERSON RESPONSIBLE FOR OPERATING THE VEHICLE**
9 **OR THE MANUFACTURER OF EITHER THE VEHICLE OR THE VEHICLE'S AUTOMATED**
10 **DRIVING SYSTEM SHALL SUBMIT A FIRST RESPONDER INTERACTION PLAN TO THE**
11 **ADMINISTRATION.**

12 **(2) A FIRST RESPONDER INTERACTION PLAN SHALL CONTAIN**
13 **INFORMATION ON:**

14 **(I) HOW TO COMMUNICATE WITH A FLEET SUPPORT**
15 **SPECIALIST WHO IS AVAILABLE DURING THE TIMES THE FULLY AUTONOMOUS**
16 **VEHICLE IS IN OPERATION;**

17 **(II) HOW TO SAFELY REMOVE THE FULLY AUTONOMOUS**
18 **VEHICLE FROM THE HIGHWAY AND STEPS TO PROPERLY TOW THE VEHICLE;**

19 **(III) HOW TO RECOGNIZE WHETHER THE FULLY AUTONOMOUS**
20 **VEHICLE IS OPERATING AUTONOMOUSLY; AND**

21 **(IV) ANY OTHER INFORMATION THAT THE MANUFACTURER,**
22 **OWNER, OR ADMINISTRATION CONSIDERS NECESSARY, INCLUDING INFORMATION**
23 **REGARDING HAZARDOUS CONDITIONS OR PUBLIC SAFETY RISKS ASSOCIATED WITH**
24 **THE OPERATION OF A FULLY AUTONOMOUS VEHICLE.**

25 **(C) A PERSON SHALL SUBMIT EVIDENCE TO THE ADMINISTRATION, IN THE**
26 **MANNER REQUIRED BY THE ADMINISTRATION, CERTIFYING THAT ALL SECURITY**
27 **REQUIRED UNDER § 21-1509 OF THIS SUBTITLE IS IN EFFECT BEFORE OPERATING**
28 **A FULLY AUTONOMOUS VEHICLE WITHOUT A HUMAN DRIVER.**

29 **(D) WHEN A FULLY AUTONOMOUS VEHICLE IS OPERATING WITH THE**
30 **AUTOMATED DRIVING SYSTEM ENGAGED, THE AUTOMATED DRIVING SYSTEM IS**
31 **CONSIDERED TO:**

32 **(1) BE THE VEHICLE OPERATOR FOR DETERMINING COMPLIANCE**
33 **WITH THE MARYLAND VEHICLE LAW;**

(2) SATISFY ELECTRONICALLY ALL PHYSICAL ACTS REQUIRED BY A VEHICLE DRIVER; AND

(3) BE LICENSED TO OPERATE THE VEHICLE.

(E) A HUMAN DRIVER MAY OPERATE A FULLY AUTONOMOUS VEHICLE THAT IS DESIGNED TO ALLOW HUMAN OPERATION IF THE AUTOMATED DRIVING SYSTEM IS NOT ENGAGED.

(F) (1) IN THE EVENT OF A VEHICLE CRASH INVOLVING A FULLY AUTONOMOUS VEHICLE, THE FULLY AUTONOMOUS VEHICLE OR THE PERSON OPERATING THE FULLY AUTONOMOUS VEHICLE SHALL COMPLY WITH THE REQUIREMENTS UNDER TITLE 20 OF THIS ARTICLE.

(2) ALL NOTICE AND REPORTING REQUIREMENTS UNDER TITLE 20 OF THIS ARTICLE SHALL BE SATISFIED WITHIN 15 DAYS AFTER A VEHICLE CRASH INVOLVING A FULLY AUTONOMOUS VEHICLE, UNLESS AN EXTENSION IS GRANTED UNDER TITLE 20 OF THIS ARTICLE.

21-1503.

(A) SUBJECT TO SUBSECTIONS (B) AND (C) OF THIS SECTION, A TRANSPORTATION NETWORK COMPANY, FOR-HIRE VEHICLE COMPANY, OR OTHER GROUND PASSENGER TRANSPORTATION COMPANY MAY USE FULLY AUTONOMOUS VEHICLES.

(B) (1) ANY PROVISION OF THE MARYLAND VEHICLE LAW THAT BY ITS NATURE APPLIES ONLY TO A HUMAN DRIVER DOES NOT APPLY TO THE OPERATOR OF A FULLY AUTONOMOUS VEHICLE WITH THE AUTOMATED DRIVING SYSTEM ENGAGED WHILE BEING USED BY A TRANSPORTATION NETWORK COMPANY, FOR-HIRE VEHICLE COMPANY, OR OTHER GROUND PASSENGER TRANSPORTATION COMPANY.

(2) PARAGRAPH (1) OF THIS SUBSECTION MAY NOT BE INTERPRETED TO EXEMPT THE PERSON WHO IS ENGAGING THE AUTOMATED DRIVING SYSTEM FOR USE BY A TRANSPORTATION NETWORK COMPANY, A FOR-HIRE VEHICLE COMPANY, OR ANOTHER GROUND PASSENGER TRANSPORTATION COMPANY FROM ANY REQUIREMENT OF § 21-1502 OF THIS SUBTITLE.

(C) ALL FULLY AUTONOMOUS VEHICLES SHALL BE EQUIPPED WITH AN ACCESSIBLE USER INTERFACE SUCH THAT INDIVIDUALS WITH DISABILITIES ARE ABLE TO INDEPENDENTLY ACCESS ALL ASPECTS AND USER FEATURES OF THE INTERFACE.

1 **21-1504.**

2 **THE MOTOR VEHICLE TITLE AND REGISTRATION FOR A FULLY AUTONOMOUS**
3 **VEHICLE SHALL IDENTIFY THE VEHICLE AS A “FULLY AUTONOMOUS VEHICLE”.**

4 **21-1505.**

5 **A FULLY AUTONOMOUS VEHICLE THAT IS DESIGNED TO BE OPERATED**
6 **EXCLUSIVELY BY THE AUTOMATED DRIVING SYSTEM FOR ALL TRIPS IS NOT SUBJECT**
7 **TO STATE MOTOR VEHICLE EQUIPMENT LAWS THAT:**

8 **(1) RELATE TO OR SUPPORT MOTOR VEHICLE OPERATION BY A**
9 **HUMAN DRIVER SEATED IN THE VEHICLE; OR**

10 **(2) ARE NOT RELEVANT FOR AN AUTOMATED DRIVING SYSTEM.**

11 **21-1506.**

12 **A STATE AGENCY OR LOCAL POLITICAL SUBDIVISION MAY NOT PROHIBIT THE**
13 **OPERATION OF FULLY AUTONOMOUS VEHICLES ON HIGHWAYS UNDER THE**
14 **JURISDICTION OF THE STATE AGENCY OR LOCAL POLITICAL SUBDIVISION OR**
15 **OTHERWISE ENACT OR KEEP IN EFFECT RULES OR ORDINANCES THAT WOULD**
16 **IMPOSE TAXES, FEES, OR OTHER REQUIREMENTS SPECIFIC TO THE OPERATION OF**
17 **FULLY AUTONOMOUS VEHICLES.**

18 **21-1507.**

19 **PERSONAL DATA, AS DEFINED IN § 14-4701 OF THE COMMERCIAL LAW**
20 **ARTICLE, THAT IS COLLECTED BY AN AUTONOMOUS VEHICLE IS SUBJECT TO TITLE**
21 **14, SUBTITLE 47 OF THE COMMERCIAL LAW ARTICLE.**

22 **21-1508.**

23 **(A) IF THE ADMINISTRATION HAS INFORMATION, DATA, OR OTHER**
24 **EVIDENCE INDICATING THAT AN AUTONOMOUS VEHICLE IS NOT IN SAFE**
25 **MECHANICAL CONDITION AND MAY ENDANGER PERSONS ON THE HIGHWAY, THE**
26 **ADMINISTRATION MAY ISSUE A REQUEST FOR RELEVANT INFORMATION TO THE**
27 **PERSON WHO SUBMITTED THE FIRST RESPONDER INTERACTION PLAN REQUIRED BY**
28 **§ 21-1502(B) OF THIS SUBTITLE OR THE PERSON’S SUCCESSOR.**

29 **(B) (1) THE PERSON WHO SUBMITTED THE FIRST RESPONDER**
30 **INTERACTION PLAN SHALL RESPOND TO A REQUEST FOR INFORMATION SUBMITTED**

1 UNDER SUBSECTION (A) OF THIS SECTION WITHIN A REASONABLE TIME SPECIFIED
2 BY THE ADMINISTRATION.

3 (2) THE RESPONSE REQUIRED UNDER PARAGRAPH (1) OF THIS
4 SUBSECTION MAY BE IN THE FORM OF DOCUMENTS, A MEETING WITH THE
5 ADMINISTRATION, A DEMONSTRATION, OR ANY OTHER REASONABLE FORM OF
6 COMMUNICATION.

7 (C) (1) AFTER CONSIDERING AND EVALUATING ALL RESPONSES
8 PROVIDED UNDER SUBSECTION (B) OF THIS SECTION, IF THE ADMINISTRATION
9 DETERMINES THAT AN AUTONOMOUS VEHICLE IS NOT IN SAFE MECHANICAL
10 CONDITION AND MAY ENDANGER PERSONS ON THE HIGHWAY, THE ADMINISTRATION
11 MAY SEND A NOTICE OF INTENT TO SUSPEND THE REGISTRATION OR IMPOSE
12 RESTRICTIONS ON THE OPERATION OF THE AUTONOMOUS VEHICLE TO THE PERSON
13 WHO SUBMITTED THE FIRST RESPONDER INTERACTION PLAN OR THE PERSON'S
14 SUCCESSOR.

15 (2) THE NOTICE SHALL INCLUDE:

16 (I) A DESCRIPTION OF THE ADMINISTRATION'S REASONS FOR
17 SUSPENDING THE REGISTRATION OR RESTRICTING OPERATION OF THE
18 AUTONOMOUS VEHICLE AND EVIDENCE SUPPORTING THE DETERMINATION; AND

19 (II) A STATEMENT REQUIRING THAT A CERTIFICATION OF
20 CORRECTION OR ADJUSTMENT BE SUBMITTED WITHIN A SPECIFIED TIME AND THAT
21 THE CERTIFICATION INCLUDE AN EXPLANATION OF HOW THE ISSUES IDENTIFIED BY
22 THE ADMINISTRATION IN THE NOTICE HAVE BEEN ADDRESSED.

23 (D) (1) IF THE PERSON WHO SUBMITTED THE FIRST RESPONDER
24 INTERACTION PLAN FOR THE AUTONOMOUS VEHICLE THAT IS THE SUBJECT OF A
25 NOTICE OF INTENT TO SUSPEND THE REGISTRATION OR RESTRICT OPERATION OR
26 THE PERSON'S SUCCESSOR FAILS TO SUBMIT THE CERTIFICATION OF CORRECTION
27 OR ADJUSTMENT WITHIN THE TIME SPECIFIED, OR THE ADMINISTRATION FINDS
28 THAT THE CERTIFICATION OF CORRECTION OR ADJUSTMENT IS INSUFFICIENT, THE
29 ADMINISTRATION SHALL NOTIFY THE PERSON THAT THE REGISTRATION FOR THAT
30 AUTONOMOUS VEHICLE HAS BEEN SUSPENDED OR THE OPERATIONS OF THE
31 AUTONOMOUS VEHICLE HAVE BEEN RESTRICTED.

32 (2) IF THE PERSON LATER SUBMITS THE REQUIRED CERTIFICATION,
33 THE ADMINISTRATION SHALL REMOVE THE SUSPENSION OR RESTRICTION ON
34 RECEIPT OF THE CERTIFICATION.

35 (E) (1) A PERSON MAY REQUEST A HEARING TO DISPUTE THE

1 ADMINISTRATION'S FINDING TO SUSPEND THE VEHICLE REGISTRATION OR
2 RESTRICT OPERATION WITHIN 10 DAYS AFTER THE DATE OF ISSUANCE OF THE
3 NOTICE OF INTENT REQUIRED BY SUBSECTION (D) OF THIS SECTION.

4 (2) A HEARING REQUESTED UNDER THIS SUBSECTION SHALL BE
5 HELD WITHIN 30 DAYS AFTER THE SUBMISSION OF A HEARING REQUEST.

6 (3) A DECISION TO UPHOLD THE DETERMINATION OF THE
7 ADMINISTRATION IS SUBJECT TO APPEAL TO THE CIRCUIT COURT FOR THE COUNTY
8 IN WHICH THE PERSON WHO REQUESTED THE HEARING RESIDES.

9 21-1509.

10 (A) SUBJECT TO SUBSECTIONS (B) AND (C) OF THIS SECTION, A FULLY
11 AUTONOMOUS VEHICLE SHALL MAINTAIN:

12 (1) PROOF OF FINANCIAL RESPONSIBILITY IN THE SAME FORM AND
13 AT THE SAME MINIMUM LIMITS AS REQUIRED BY TITLE 17 OF THIS ARTICLE;

14 (2) PERSONAL INJURY PROTECTION BENEFITS AS REQUIRED BY §
15 19-505 OF THE INSURANCE ARTICLE; AND

16 (3) UNINSURED MOTORIST BENEFITS AS REQUIRED BY § 19-509 OF
17 THE INSURANCE ARTICLE.

18 (B) (1) A FULLY AUTONOMOUS VEHICLE WITH ITS AUTOMATED DRIVING
19 SYSTEM ENGAGED SHALL MAINTAIN PROOF OF FINANCIAL RESPONSIBILITY IN AN
20 AMOUNT NOT LESS THAN \$1,000,000 COMBINED SINGLE LIMIT PER OCCURRENCE
21 FOR THIRD-PARTY LIABILITY.

22 (2) MAKERS OF INSURANCE POLICIES AND SELF-INSURANCE
23 PROGRAMS MAY CONTRACT AND COORDINATE WITH EACH OTHER TO DETERMINE
24 WHICH WILL SATISFY PERSONAL INJURY PROTECTION AND UNINSURED MOTORIST
25 BENEFIT REQUIREMENTS.

26 (C) FINANCIAL RESPONSIBILITY UNDER SUBSECTION (B) OF THIS SECTION
27 MAY BE SATISFIED BY HOLDING:

28 (1) AN INSURANCE POLICY ISSUED BY AN INSURER LICENSED IN THE
29 STATE; OR

30 (2) A SURPLUS LINES POLICY ISSUED BY AN ELIGIBLE
31 NONADMITTED INSURER AUTHORIZED UNDER TITLE 3, SUBTITLE 3 OF THE

1 **INSURANCE ARTICLE.**

2 **(D) NO HIGHER LIMITS OF INSURANCE OR ADDITIONAL COVERAGES SHALL**
3 **BE REQUIRED SOLELY DUE TO AN AUTONOMOUS VEHICLE'S USE OF AN AUTOMATED**
4 **DRIVING SYSTEM.**

5 **21-1510.**

6 **THE ADMINISTRATION SHALL REVOKE A PERSON'S LICENSE TO SELL**
7 **VEHICLES DIRECTLY TO CONSUMERS UNDER § 15-305 OF THIS ARTICLE IF THE**
8 **PERSON COMMITS A VIOLATION OF THIS SUBTITLE.**

9 **SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect**
10 **October 1, 2026.**