

# SENATE BILL 909

R5

6lr1961  
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

### **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.



1 BY adding to  
2 Article – Transportation  
3 Section 21–1501 through 21–1510 to be under the new subtitle “Subtitle 15. Fully  
4 Autonomous Vehicles”  
5 Annotated Code of Maryland  
6 (2020 Replacement Volume and 2025 Supplement)

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

9 **Article – Commercial Law**

10 14–4701.

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

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

14 (2) “Personal data” does not include:

15 (i) De-identified data; or

16 (ii) Publicly available information.

17 14–4702.

18 This subtitle applies to a person that [conducts]:

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

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

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

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

31 **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.**

3           (D) (1) "FULLY AUTONOMOUS VEHICLE" MEANS A MOTOR VEHICLE  
4 EQUIPPED WITH AN AUTOMATED DRIVING SYSTEM DESIGNED TO FUNCTION  
5 WITHOUT A HUMAN DRIVER.

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

19 (G) "OPERATIONAL DESIGN DOMAIN" HAS THE MEANING STATED IN §  
20 15-901 OF THIS ARTICLE.

21 21-1502.

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

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.

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;

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:

3 (3) BE LICENSED TO OPERATE THE VEHICLE.

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

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

15 21-1503.

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

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

31 (C) ALL FULLY AUTONOMOUS VEHICLES SHALL BE EQUIPPED WITH AN  
32 ACCESSIBLE USER INTERFACE SUCH THAT INDIVIDUALS WITH DISABILITIES ARE  
33 ABLE TO INDEPENDENTLY ACCESS ALL ASPECTS AND USER FEATURES OF THE  
34 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.**