

# STATE OF NEW YORK

11500

## IN ASSEMBLY

May 28, 2026

Introduced by COMMITTEE ON RULES -- (at request of M. of A. McDonald) --  
read once and referred to the Committee on Transportation

AN ACT to amend the vehicle and traffic law, in relation to fully autonomous vehicles; and providing for the repeal of such provisions upon expiration thereof

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

1 Section 1. The vehicle and traffic law is amended by adding a new  
2 title 11-A to read as follows:

3 TITLE 11-A

4 FULLY AUTONOMOUS VEHICLES

5 ARTICLE 48-D

6 FULLY AUTONOMOUS VEHICLE DRIVING

7 Section 2500. Definitions.

8 2501. Operation of fully autonomous vehicles without a human  
9 driver.

10 2502. Licensing.

11 2503. Insurance.

12 2504. Duties following crashes involving fully autonomous vehi-  
13 cles.

14 2505. On-demand autonomous vehicle network.

15 2506. Registration and title.

16 2507. Controlling authority.

17 2508. Operation of a motor vehicle with an automated driving  
18 system by a human driver.

19 § 2500. Definitions. For purposes of this article the following terms  
20 shall have the following meanings:

21 1. "Automated driving system" shall mean the hardware and software  
22 that are collectively capable of performing the entire dynamic driving  
23 task on a sustained basis, regardless of whether it is limited to a  
24 specific operational design domain.

25 2. "Dynamic driving task or DDT" shall mean all of the real-time oper-  
26 ational and tactical functions required to operate a vehicle in on-road

EXPLANATION--Matter in italics (underscored) is new; matter in brackets  
[-] is old law to be omitted.

LBD15911-01-6

1 traffic, excluding the strategic functions such as trip scheduling and  
2 selection of destinations and waypoints, and including without limita-  
3 tion: lateral vehicle motion control via steering, longitudinal motion  
4 control via acceleration and deceleration, monitoring the driving envi-  
5 ronment via object and event detection, recognition, classification, and  
6 response preparation, object and event response execution, maneuver  
7 planning; and enhancing conspicuity via lighting, signaling, and gestur-  
8 ing.

9 3. "DDT Fallback" shall mean the response by the person or human driv-  
10 er to either perform the DDT or achieve a minimal risk condition after  
11 occurrence of a DDT performance-relevant system failure or failures or  
12 upon operational design domain exit, or the response by an automated  
13 driving system to achieve minimal risk condition, given the same circum-  
14 stances.

15 4. "Fully autonomous vehicle" shall mean a motor vehicle:

16 (a) with a manufacturer's gross vehicle weight rating of ten thousand  
17 pounds or less;

18 (b) equipped with an automated driving system designed to function  
19 without a human driver and where lateral vehicle motion control via  
20 steering, longitudinal motion control via acceleration and deceleration,  
21 are automatically controlled; and

22 (c) equipped with two or more distinct sensing modalities that can  
23 detect and track obstacles in the event of failure of the camera system  
24 so that the automated driving system can continue to avoid obstacles  
25 while bringing the vehicle to a minimal risk condition.

26 5. "Human driver" shall mean a natural person in a motor vehicle with  
27 a valid license to operate a motor vehicle who controls all or part of  
28 the dynamic driving task.

29 6. "Minimal risk condition" shall mean a condition to which a person,  
30 human driver, or an automated driving system may bring a motor vehicle  
31 after performing the DDT Fallback in order to reduce the risk of a crash  
32 when a given trip cannot or should not be completed.

33 7. "On-demand autonomous vehicle network" shall mean a TNC, as defined  
34 by section sixteen hundred ninety-one of this chapter, that uses a soft-  
35 ware application or other digital means to dispatch or otherwise enable  
36 the pre-arrangement of transportation with fully autonomous vehicles for  
37 purposes of transporting passengers or goods, including for-hire trans-  
38 portation and transportation of passengers or goods for compensation.

39 8. "Operational design domain" shall mean operating conditions under  
40 which a given automated driving system is specifically designed to func-  
41 tion, including, but not limited to, environmental, geographical, and  
42 time-of-day restrictions, and/or the requisite presence or absence of  
43 certain traffic or roadway characteristics.

44 9. "Person" shall mean a natural person, corporation, business trust,  
45 estate, trust, partnership, limited liability company, association,  
46 joint venture, governmental agency, public corporation, or any other  
47 legal or commercial entity.

48 10. "Request to intervene" shall mean notification by an automated  
49 driving system to a human driver, directing such human driver to promp-  
50 tly begin or resume performance of part or all of the dynamic driving  
51 task.

52 § 2501. Operation of fully autonomous vehicles without a human driver.

53 1. A person may operate a fully autonomous vehicle on the public roads  
54 in the counties of Albany and Rensselaer without a human driver provided  
55 that the automated driving system is engaged and the vehicle meets the  
56 following conditions:

1 (a) if a failure of the automated driving system occurs that renders  
2 such system unable to perform the entire dynamic driving task relevant  
3 to its intended operational design domain, the fully autonomous vehicle  
4 shall achieve a minimal risk condition;

5 (b) the fully autonomous vehicle is capable of operating in compliance  
6 with the applicable traffic and motor vehicle safety laws and regu-  
7 lations of this state when reasonable to do so, unless an exemption has  
8 been granted by the department; and

9 (c) when required by federal law, the vehicle bears the required  
10 manufacturer's certification label indicating that at the time of its  
11 manufacture it has been certified to be in compliance with all applica-  
12 ble Federal Motor Vehicle Safety Standards, including reference to any  
13 exemption granted by the National Highway Traffic Safety Administration.

14 2. Prior to operating a fully autonomous vehicle on the public roads  
15 in the counties of Albany and Rensselaer without a human driver, a  
16 person shall submit a law enforcement interaction plan to the department  
17 which shall describe:

18 (a) the means of communicating with a fleet support specialist who is  
19 available during the times such fully autonomous vehicle is in opera-  
20 tion;

21 (b) the means of safely removing such fully autonomous vehicle from  
22 the roadway and steps to safely tow such fully autonomous vehicle;

23 (c) the means to recognize whether or not such automated driving  
24 system for such fully autonomous vehicle is engaged; and

25 (d) any additional information the manufacturer or owner deems neces-  
26 sary regarding the hazardous conditions or public safety risks associ-  
27 ated with the operation of such fully autonomous vehicle.

28 3. (a) The owner of a fully autonomous vehicle operating without a  
29 human driver shall be liable for any violations of applicable traffic  
30 and motor vehicle safety laws and regulations of this state made by such  
31 vehicle when the automated driving system is engaged.

32 (b) (i) A notice of liability shall be sent by first class mail to  
33 each owner alleged to be liable for a violation by an autonomous vehicle  
34 operating without a human driver. Personal delivery on the owner shall  
35 not be required. A manual or automatic record of mailing prepared in the  
36 ordinary course of business shall be prima facie evidence of the facts  
37 contained therein.

38 (ii) A notice of liability shall contain the name and address of the  
39 owner alleged to be liable for a violation by an autonomous vehicle  
40 operating without a human driver, the registration number of the vehicle  
41 involved in such violation, the location where such violation took  
42 place, the date and time of such violation and the identification number  
43 of the police officer who observed such violation.

44 (iii) The notice of liability shall contain information advising the  
45 owner charged of the manner and the time in which such person may  
46 contest the liability alleged in the notice.

47 (iv) The notice of liability shall be prepared and mailed by the muni-  
48 cipality having jurisdiction over the intersection where the violation  
49 occurred, or by any other entity authorized by such municipality to  
50 prepare and mail such notification of violation.

51 § 2502. Licensing. Notwithstanding the provisions of article nineteen  
52 of this chapter, when an automated driving system installed on a motor  
53 vehicle is engaged:

54 1. The automated driving system shall be considered the driver or  
55 operator, for the purpose of assessing compliance with applicable traf-  
56 fic or motor vehicle laws and shall be deemed to satisfy electronically

1 all physical acts required by a driver or operator of such motor vehi-  
2 cle; and

3 2. The automated driving system shall be considered to be licensed to  
4 operate such motor vehicle.

5 § 2503. Insurance. Before operating a fully autonomous vehicle on  
6 public roads in this state, a person shall submit proof of financial  
7 responsibility satisfactory to the department that such fully autonomous  
8 vehicle is covered by insurance or proof of self-insurance that satis-  
9 fies the requirements of article six of this chapter.

10 § 2504. Duties following crashes involving fully autonomous vehicles.  
11 In the event of a crash involving a fully autonomous vehicle:

12 1. Such fully autonomous vehicle shall remain on the scene of such  
13 crash when required by article twenty-two of this chapter; and

14 2. The owner of such fully autonomous vehicle, or a person on behalf  
15 of such fully autonomous vehicle's owner, shall promptly report any  
16 crashes or collisions consistent with article twenty-two of this chap-  
17 ter.

18 § 2505. On-demand autonomous vehicle network. An on-demand autonomous  
19 vehicle network shall be permitted to operate pursuant to state laws  
20 governing the operation of transportation network companies, as defined  
21 by section sixteen hundred ninety-one of this chapter, taxis, or any  
22 other ground transportation for-hire of passengers, with the exception  
23 that any provision of article forty-four-B of this chapter that reason-  
24 ably applies only to a human driver shall not apply to the operation of  
25 fully autonomous vehicles with the automated driving system engaged on  
26 an on-demand autonomous vehicle network.

27 § 2506. Registration and title. 1. A fully autonomous vehicle shall be  
28 properly registered in accordance with title four of this chapter and  
29 such fully autonomous vehicle shall be identified on the registration as  
30 a fully autonomous vehicle.

31 2. A fully autonomous vehicle shall be properly titled in accordance  
32 with article forty-six of this chapter and such fully autonomous vehicle  
33 shall be identified on the title as a fully autonomous vehicle.

34 § 2507. Controlling authority. Notwithstanding any law, rule or regu-  
35 lation to the contrary:

36 1. Unless otherwise provided in this chapter and notwithstanding any  
37 other provision of law, fully autonomous vehicles and automated driving  
38 systems shall be governed exclusively by this article. The department  
39 shall be the sole and exclusive state agency that may implement the  
40 provisions of this article;

41 2. Fully autonomous vehicles and automated driving systems operating  
42 pursuant to this article shall not be subject to section twelve hundred  
43 twenty-six of this chapter; and

44 3. No state agency, political subdivision, municipality, or local  
45 entity may enact or keep in force rules or ordinances that would impose  
46 taxes, fees, or other requirements including performance standards,  
47 specific to the operation of fully autonomous vehicles, automated driv-  
48 ing systems, or on-demand autonomous vehicle networks in addition to the  
49 requirements of this article.

50 § 2508. Operation of a motor vehicle with an automated driving system  
51 by a human driver. 1. A person may operate a motor vehicle equipped with  
52 an automated driving system capable of performing the entire dynamic  
53 driving task if:

54 (a) such automated driving system is designed to issue a request to  
55 intervene whenever the automated driving system is not capable of

1 performing the entire dynamic driving task with the expectation that  
2 such person will respond appropriately to such a request; and  
3 (b) the automated driving system is capable of being operated in  
4 compliance with title seven of this chapter when reasonable to do so  
5 unless an exemption has been granted by the department.

6 2. Nothing in this article shall prohibit or restrict a human driver  
7 from operating a fully autonomous vehicle equipped with controls that  
8 allow for such human driver to control all or part of the dynamic driv-  
9 ing task.

10 § 2. The vehicle and traffic law is amended by adding a new section  
11 383-a to read as follows:

12 § 383-a. Equipment required for certain automated motor vehicles. 1.  
13 For purposes of this section, the terms "fully autonomous vehicle",  
14 "automated driving system", and "human driver" shall have the same mean-  
15 ings as defined by section twenty-five hundred of this chapter.

16 2. A fully autonomous vehicle that is designed to be operated exclu-  
17 sively by an automated driving system for all trips shall not be subject  
18 to motor vehicle equipment laws or regulations of this state which (a)  
19 relate to or support motor vehicle operation by a human driver; and (b)  
20 are not relevant for an automated driving system.

21 § 3. The vehicle and traffic law is amended by adding a new section  
22 301-c to read as follows:

23 § 301-c. Inspection criteria for fully autonomous vehicles. Section  
24 three hundred one of this article and any regulations promulgated by the  
25 commissioner therewith shall only apply to a fully autonomous vehicle,  
26 as defined by section twenty-five hundred of this chapter, in a manner  
27 consistent with the provisions of section three hundred eighty-three-a  
28 of this title.

29 § 4. This act shall take effect immediately and shall expire July 1,  
30 2028 when upon such date the provisions of this act shall be deemed  
31 repealed.