
• Two-part Session: Legal Presentation & Discussion, Policy Presentation & Discussion

• Legal
  • Nine organizations gave a “lightning” description of their AV activities and provided their one policy wish Vehicle/supplier (DENSO)
  • Organization speakers rotated around nine tables of participants to provide more details and answer questions

• Policy
  • Panel of four legislators discussing AV policy in their state
  • Moderator-led table discussions of eight AV policy questions

Summary of Breakout Discussion:

• AVs are a positive development for safety, mobility, convenience
• Data should be collected in a structured, systematic matter
• Need for high-level system management, new taxonomy roads (urban/rural), Scenario planning for options
• Legislation should serve as building block, avoid overregulation (technology advancing faster than ability to legislate)
• Need to balance urge to develop AVs with serving the public
• Relationship amongst policymakers, experts, law enforcement, public critical

Recommended Action Items:

• Better education for policymakers, public
  • Third year policy session, third year this has been a priority

• Integrated process for policymakers to work with each other across government levels and through public-private working groups
  • Each group is studying individually but little coordination

• Look to the future but focus on the near-term
  • Tendency to focus on level 5 AVs, but intermediate levels offer advantages as well
Autonomous Vehicle Working Group

The AVWG The Working Group established fall 2014

- consists of 16 jurisdictional members, 2 Canadian reps, NHTSA and AAMVA staff
- NHTSA funded project for first 2 years, now AAMVA funded

Three sub-groups focusing on issues impacting:

- Drivers: Licensing & Testing;
- Vehicles: Titling & Registration; and
- Law Enforcement: Concerns & Challenges

1. Provided significant input for the NHTSA Model State Policy - Published September 20, 2016

2. Concurrent with the Model State Policy development, the Working Group will complete *Guidelines for the Regulation of Highly Automated Vehicles*, a final piece of its work in support of the Model State Policy. Anticipated December 2017 or January 2018
Uniform Law Commission
Lindsay Beaver, Legislative Counsel, Staff Liaison to the Drafting Committee on Highly Automated Vehicles

Preliminary Deployment – Not Testing
Scope: SAE Level 4 and 5 (Maybe SAE Level 3)
Focus: Clarify the application of existing state law to automated driving systems and the people involved with them.
Likely to address: Licensing, Registration, Rules of the Road, and Titling.
Potential to address: Used Vehicle Repair, Maintenance and Inspection Requirements; Applicability of Civil Liability and Insurance Requirements to Vehicles with Automated Driving Systems

• Feedback: What stakeholders should be involved in the drafting of an act?
• Policy wish: For states to avoid a complicated patchwork of regulation by adopting a uniform solution that clarifies state law without impeding innovation.
Automated vehicle research at IIHS

David Kidd, Senior Research Scientist

- What is IIHS doing?
  - Functionality and human factors testing of existing products
  - Researching crash reductions associated with existing products and potential reductions from future driving automation technologies
  - Commenting on federal and state automated driving system policy

- What information would be helpful from the audience?
  - What information about automated vehicles and crashes involving them are testing companies willing to provide?
  - What additional information about crashes can law enforcement code reliably?

- What is our policy wish?
  - Collect vehicle, disengagement, and crash information in a structured manner, and make it publicly available to support the analysis of real-world performance and safety
Cities should have jurisdiction over the policies and practices that directly impact city streets and citizens.

Priorities:
1. Data Sharing
2. Safe Operations
3. Pricing
Autonomous Vehicles and Traffic Safety Issues

- Decades of mixed fleet transition
- Public education:
  - Safe operation of AVs
  - AV-human driver interactions
- Rules for AVs and traffic/impairment/teens/speed/distraction
- Access to crash/safety data
- Police engagement

GHSA Annual Meeting
September 16-20
Louisville, KY
Transit: 35 million boardings every day

• Trends: Urbanization / Innovation / Entrepreneurship / Customer

• Positioning: Backbone of a multi-modal lifestyle

• Policy Framework

• Scenario Planning
Policy Wish:
To facilitate & fund fact-based research needed to deploy automated vehicles and shared mobility services in a manner and timeframe that informs policy to best meet long-term goals, including increasing safety, reducing congestion, enhancing accessibility, increasing sustainability, and encouraging economic development, and equity.

Helpful Audience Questions:
• What is TRB doing in this area?
• How helpful have TRB activities been in this area?
• What else would you like TRB to be doing?
• How can you get involved?
Key Policy Recommendations:

• Expanded FMVSS temporary exemptions, including the number and duration, that NHTSA is authorized to grant under the Safety Act.
• NHTSA should remove or eliminate impediments to the testing, development, and deployment of Highly Automated Vehicles (HAVs).