

# U.S. DOT Automated Vehicle Policy Activities

## ITS PCB T3 Webinar

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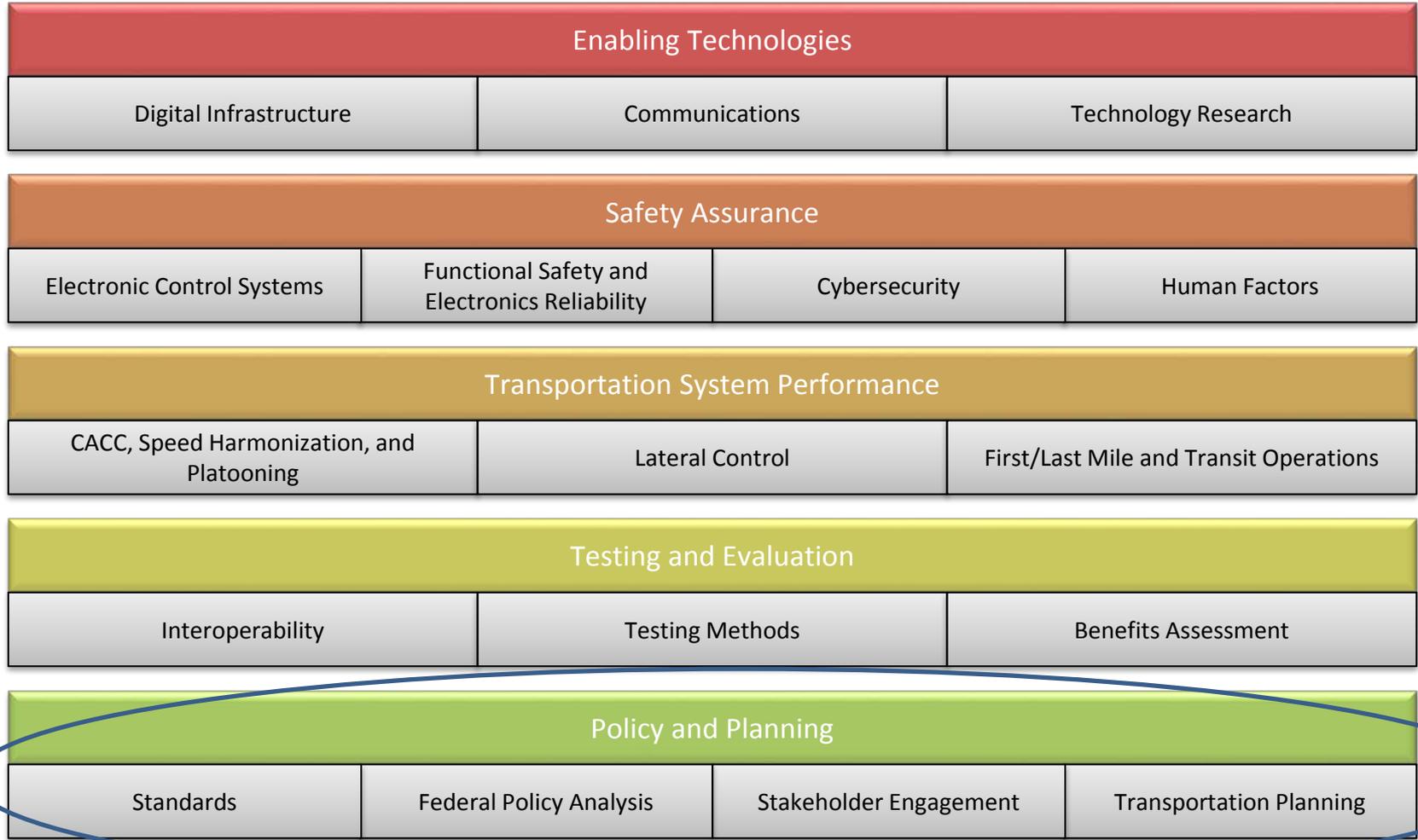


# U.S. DOT Automated Vehicle Research Program

- ❑ Coordinated by the Intelligent Transportation Systems Joint Program Office (ITS JPO)
- ❑ Conducts and supports research with:
  - Federal Highway Administration (FHWA)
  - Federal Motor Carrier Safety Administration (FMCSA)
  - Federal Transit Administration (FTA)
  - National Highway Traffic Safety Administration (NHTSA)



# Program Research Tracks



# Automated Vehicle Policy Research

*Support policies that ensure safe, efficient and equitable integration of Automated Vehicles (AVs).*

## **Key Activities:**

- ❑ Identify and conduct policy research activities
- ❑ Assess potential USDOT role in automation
- ❑ Coordinate with other Federal research initiatives/programs
- ❑ Engage external policy stakeholders for input

# DRAFT Automation Policy Research Roadmap

		Near Term			Long Term					
Regulatory Environment	Implications of AV on Federal Standards and Regulations	+	+	+						
	Evaluating Safety Requirements and Certification Challenges	+	+	+						
	AV State Legislative Scan and Analysis	+	+	+						
	Analyzing Impacts of AV on FMCSA Regulations and Enforcement		+	+	+					
Liability	Assessing Liability and Insurance Models for AV	+	+	+						
Data Privacy and Management	Impacts of AV on Transportation Data Collection and Management		+	+	+					
	Evaluating AV Data Privacy Policies and Management		+	+	+					
Consumer/Societal Issues	Understanding AV Consumer Acceptance and Education Challenges			+	+	+				
	Assessing Societal/Market Impacts and Policies for AV				+	+	+			
Infrastructure and Planning	Implications of AV on Infrastructure Planning and Investment				+	+	+			
	Impacts of AV on the Long Range Transportation Planning Process				+	+	+			
	Impacts of AV on Land Use and its Policies					+	+	+		



# Project: Review of Federal Motor Vehicle Safety Standards

*How could highly automated vehicles impact or change the nature of existing Federal Motor Vehicle Safety Standards (FMVSS)?*

- Identify where current FMVSS could pose challenges to certification of AVs – particularly as they move into non-conventional vehicle concepts
- Ensure that existing Federal regulations do not stifle innovation and that AVs are performing their functions safely
- NHTSA and ITS JPO coordinated research



# Project: FHWA AV Policy Research Needs

- ❑ Identify AV policy research needs to support interests of state and local partners
- ❑ Assess information needs and knowledge gaps that may be addressed by FHWA
- ❑ Example topics of interest:
  - Understanding long term infrastructure requirements for AVs and investment needs
  - How an evolving mix of existing vehicles (CVs, AVs, conventional vehicles) may require comparably evolving policies
  - Integration of AVs into the transportation planning process, including evaluation of impacts on land use, the environment and sustainability



# National Highway Traffic Safety Administration (NHTSA) Policy



NHTSA released policy statements concerning automated vehicles in 2013 and 2016:

- Provides preliminary guidance for states conducting testing and developing regulations for automated vehicles (2013)
- “For policymakers at all levels, the governing principal should be that technologies with proven, data-supported benefits that would make roads safer should be encouraged.” (2016)

# NHTSA Initiatives for 2016

- ❑ Working with stakeholders to develop guidance on the safe deployment and operation of AVs
- ❑ Providing a common understanding of the performance characteristics necessary for fully AVs and its testing and analysis methods
- ❑ Working with state partners and stakeholders to develop a model state policy on AV that offers a path to consistent national policy.
- ❑ Encouraging manufacturers to request rule interpretations of existing Federal Motor Vehicle Safety Standards
- ❑ Encouraging use of the agency's exemption authority allowing deployment of a maximum of 2,500 vehicles
- ❑ Seeking new tools and authorities, when necessary, to ensure that fully autonomous vehicles are deployable in large numbers when they're deemed appropriately safe

# U.S. DOT Stakeholder Engagement

- ❑ **TRB/AUVSI Automated Vehicle Symposium**
  - Policy Breakout Session
- ❑ **U.S. DOT State Roundtable on Automated Vehicles**
- ❑ **Annual meetings and conferences**
  - TRB, ITS America, AAMVA, etc.
- ❑ **ITS PCB Webinar Series**
  - Road Transport and Automation
  - Automation and Planning
- ❑ **Test deployments and pilots**



# Related Efforts in AV Policy

- ❑ AAMVA Autonomous Vehicle Information Sharing Group
- ❑ AAMVA Autonomous Vehicle Best Practices Working Group
- ❑ NCHRP Roadmap for AASHTO: 20-24(98), 20-102
- ❑ AASHTO Public Policy Workshops
- ❑ Uniform Law Commission
- ❑ National Council of State Legislatures
- ❑ And others.....



# For More Information:

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