Autonomous Vehicle Testing: How Do We Address Legislative Discrepancies?

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Intelligent Transportation Systems Joint Program Office

U.S. Department of Transportation
Preparing for the Future of Transportation: Automated Vehicles 3.0 (AV 3.0) provides:

1. New multimodal safety guidance
2. Clarifies policy and roles
3. Outlines how to work with U.S. DOT as automation technology evolves
VOLUNTARY SAFETY SELF-ASSESSMENT (VSSA)

• Current voluntary guidance (ADS 2.0, AV 3.0) recommends that entities involved in the testing and deployment of ADS provide an assessment of how they are addressing safety to the public.

• VSSA is intended to demonstrate to the public that entities are:
  - Considering the safety aspects of ADS
  - Communicating and collaborating with DOT
  - Encouraging the self-establishment of industry safety norms for ADS
  - Building public trust, acceptance, and confidence through transparent testing and deployment of ADSs.
The U.S. DOT announced nearly $60 million in federal grant funding to eight projects in seven states to test the safe integration of ADS on our nation’s roadways.
OTHER U.S. DOT AUTOMATION ACTIVITIES

• ANPRM for NHTSA Removing Regulatory Barriers for Vehicles With Automated Driving Systems

• ANPRM for FMCSA Safe Integration of Automated Driving Systems-Equipped Commercial Motor Vehicles

• National Dialogue on Highway Automation

• Data for Automated Vehicle Integration (DAVI)/Work Zone Data Exchange

• Automated Vehicles in Long-Haul Trucking and Bus Transit: Analysis of Potential Workforce Impacts Report
Our approach to protecting the Safety Band includes the following activities:

- Applied Research
- Safety Application Testing
- Stakeholder Partnerships
- Information Sharing
- Encourage Deployment and Use for Increased Traffic Safety
THE FUTURE OF TRANSPORTATION