Updated Guidance from USDOT

Oct 2018



Automated Vehicles 3.0

PREPARING FOR THE FUTURE OF TRANSPORTATION







Builds Upon – Does Not Replace – Guidance in v2.0

"...communicates the Department's agenda to the public and stakeholders on important policy issues, and identifies opportunities for cross-modal collaboration."



v2.0 was released by NHTSA and was automobile-focused v3.0 was released by US DOT and is multi-modal in scope



US DOT's Guiding Principals for Automation



1. Prioritize safety



2. Remain technology neutral



3. Modernize regulations



4. Encourage a consistent regulatory & operational environment



5. Prepare proactively for automation



6. Protect and enhance the freedoms enjoyed by Americans



Regulatory Actions Announced in AV 3.0

- NHTSA changes to FMVSS and modernize FMVSS exemption petitions
- FMCSA proposed rulemaking to define federal/state roles for ADSequipped commercial motor vehicles and commercial carriers
- FHWA update to the MUTCD
- FTA work with transit agencies to provide tailored technical assistance
- DOT and Other Departments research on areas where automation can improve the mobility of travelers with disabilities
- DOT and Other Departments analysis of the employment and workforce impacts of automated vehicles



New Sections in AV 3.0

Connectivity - encourages industry to continue developing technologies that leverage the 5.9 GHz spectrum for transportation safety benefits

AV Proving Grounds - the Department no longer recognizes the designations of ten "Automated Vehicle Proving Grounds" as announced on January 19, 2017





New Sections in AV 3.0



Work Zone Data Exchange - develop a harmonized specification for work zone data that infrastructure owners and operators can make available as open feeds that automated vehicles and others can use

Safety Risk Management Stages - an illustrative framework of safety risk management stages along the path to full commercial integration of automated vehicles.



Advice to State DOT's in AV 3.0

- Adopt terminology defined through voluntary technical standards
- Assess State roadway readiness
- Consider test driver training and licensing procedures for test vehicles
- Support safe testing & operations of AVs on public roadways
- Learn from testing and pilots to support highway system readiness
- Build organizational capacity to prepare for AVs in communities
- Identify data needs and opportunities to exchange data
- Support scenario development and transportation planning for automation



Advice to Local Governments in AV 3.0

- Facilitate safe testing and operation of automated vehicles on local streets
- Understand the near-term opportunities that automation may provide
- Consider how land use, including curb space, will be affected
- Consider the potential for increased congestion, and how it might be managed
- Engage with citizens



Advice to Private Sector in AV 3.0

- Incorporate new safety approaches for automation in commercial vehicle operations
- Develop safe and accessible transit buses and applications
- Provide information to the public
- Work with all potential user groups to incorporate universal design principles
- Anticipate human factors and driver engagement issues
- Identify opportunities for voluntary data exchanges
- Contribute to the development of voluntary and performance-oriented technical standards
- Adopt cybersecurity best practices
- Engage with first responders and public safety officials



AV 3.0 - Preparing for the Future of Transportation

Comment window closed 12/3/18

Key observations:

- Reaffirms US DOT's reliance on a self-certification approach but encourages them to be made public to increase public confidence
- Incorporates industry input from v2.0
- Provides a much broader set of guidance for the industry but remains highlevel (lack of detailed guidance)
- Encourages parties to use US DOT as a facilitator for dialogue among the various stakeholders and industries



FHWA National Dialogue on Hwy Automation

https://ops.fhwa.dot.gov/automationdialogue/

June 7, 2018 - National Dialogue: Launch Workshop - Detroit, MI

June 26-27, 2018 - Planning and Policy - Philadelphia, PA

Aug 1-2, 2018 - Digital Infrastructure and Data - Seattle, WA

Sept 5-6, 2018 - Freight, Chicago, IL

Oct 24-25, 2018 - Operations - Phoenix, AZ

Nov 14-15, 2018 - Infrastructure Design & Safety - Dallas, TX



Brief Update on Federal Legislation

Reminder of Status:

- House (H 3388 SELF DRIVE Act) passed the full House, awaits Senate action
- Senate (S 1885 AV START Act) passed the Committee on Commerce, Science, and Transportation, but hasn't been brought to full vote of Senate yet

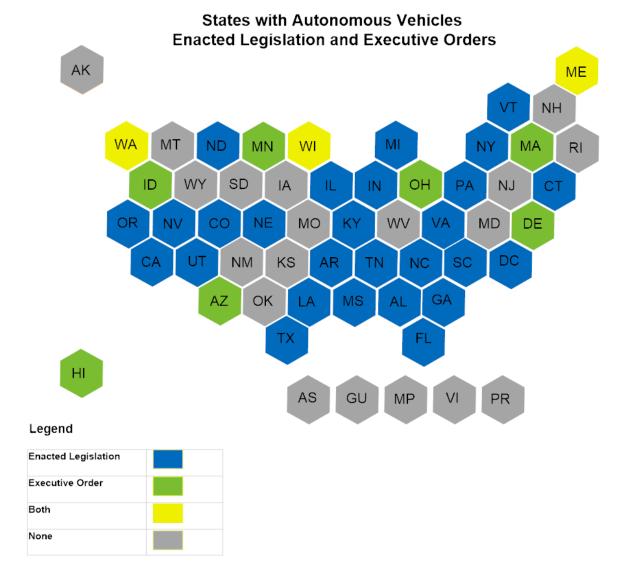
Possible Outcomes:

- (Very) remote possibility that S 1885 could still be brought to floor this year
- New Congress beginning in January, any bills not acted upon during this year are shut down, and new legislation would need to be introduced
- Trying to replicate both the House and Senate bills in the new Congress is considered a big challenge, wouldn't even begin until later in 2019, and in general is considered "far from certain"



Brief Update on State Legislation

- Broad set of examples from across the country
- Executive Orders vs Legislation
- Most Common: creation of working groups & task forces
- Specificity of definitions and guidance
- Lessons learned a graduated approach helps avoid the problem of over-prescribing policy, design, and operations.





Ready - Fire - Aim



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