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*Speaking notes excerpts, as prepared*

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- In my remarks I will describe the Alliance vision for the future for personal mobility and outline some immediate steps to get us closer to this goal. Above all, this is a team effort – we cannot achieve our future mobility goals without successful partnerships with GHSA and other affected stakeholder groups. Dialogues like the one today and that Alliance members are having on an ongoing basis are essential for the successful testing and deployment of connected and ADS-equipped vehicles.
  - The Alliance vision for the future of mobility includes an automotive transportation system that leads to ever safer, cleaner and more efficient transportation for all road users. Connected and ADS-equipped vehicles will be a central part of this system, providing transportation solutions for first/last mile commuters and making difficult commutes much more pleasant. One day, such vehicles will be commonplace on our roadways and will be integrated with local infrastructure, operating in harmony with other road users, including pedestrians, bicyclists, motorcyclists and conventional vehicles. Connected and ADS-equipped vehicles will abide by state and local traffic laws, and will be compatible with local law enforcement and first responder procedures. Due to the diverse vehicle technology solutions that automakers are working on, the benefits of connected and ADS-equipped vehicles will ultimately be possible in both urban and rural areas alike.
  - Future transportation networks will provide access to diverse populations, including the elderly and people with disabilities. Approximately 9 million Americans have a medical condition that affects their mobility and under 10 percent of people with disabilities use any form of public or specialized transportation. There is a tremendous potential here to increase mobility. ADS-equipped vehicles would allow both groups to more easily get to places like work, school or the doctor's office, improving independence, education and work outcomes and quality of life. Alliance members will continue their work

with standards development to increase vehicle accessibility and realize our collective goals.

- How do we achieve this vision? We will not achieve this vision without an open dialogue with state DOTs, DMVs, association groups, infrastructure owner/operators, law enforcement/first responders, NGOs, i.e., all affected stakeholders, on the technology itself and how and when it will be deployed on public roads.
- For instance, states require input from automakers on the infrastructure needs associated with connected and ADS-equipped vehicles. As such we are engaged with the US FHWA National Dialogue on Highway Automation; these meetings have proven very effective in discussing state priorities and strategy for short, mid and long-term planning. In the near-term, our priority request regarding infrastructure is that lane markings, signage and traffic control devices are well-maintained such that they may be readable by an automated driving system. Second, it is important that these indicators be uniform. For this, we recommend consistency with the MUTCD.
- As states consider ways to prepare for ADS-equipped vehicle deployment, it is important that if states choose to enact legislation, it be consistent from state-to-state. To this end, we have crafted a model state bill that addresses ADS-equipped vehicle deployment. The model bill stipulates that ADS-equipped vehicles cannot be deployed unless they comply with existing laws for conventional vehicles, including traffic laws, accident reporting and insurance. However, as noted in the AAMVA Guidelines, licensing requirements may ultimately look different for certain types of ADS-equipped vehicles in order to allow access for the elderly or people with disabilities, who may not otherwise have a driver's license.
- The Alliance applauds the steps that many states have taken to reduce barriers for the testing and deployment of ADS-equipped vehicles. Many states have taken a look at their existing traffic code and flagged any provisions that would be an unintended barrier for ADS-equipped vehicles. Additionally, many states have initiated ADS-equipped vehicle committees to convene diverse stakeholders in the state and talk through the issues along with industry representatives. If a testing regime is desired by a state, we strongly suggest a notification approach, as compared to a pre-approval permitting approach, consistent with NHTSA's self-certification protocol and broad enforcement authority to take action that preserves the safety of motor vehicles operated on public roadways, including defect and recall authority. A notification

approach would avoid confusion with state vs Federal purview while requiring OEMs to work closely with state regulators.

- We are at a unique point of history when connected and ADS-equipped vehicle technology is evolving and policy makers must find a balance of ensuring safety backstops while allowing innovation. Alliance members are very familiar with both sides of this equation. We have operated for decades in a safety assurance regime that is self-certification by the manufacturer with statutory oversight by NHTSA. We also have decades of experience innovating with safety as our number one priority. We are excited by the opportunities that ADS-equipped vehicles can bring to our society, and look forward to working with you all to realize a common vision for future mobility.