

2017 MAASTO Freight Summit – Autonomous Vehicle Regulations

MAASTO States were surveyed through the STIC on existing regulations, laws in place related to CAV (testing, platooning, etc), as well as general political climate for support. Results of the survey could be useful in determine appropriate next step such as consideration of a Midwest working group (including chief counsel reps) to help create uniform laws/ guidelines so CAV-ready freight can move seamlessly through the region

Illinois - Current Autonomous Vehicle Laws: Illinois does not currently have any laws on the books addressing the testing, deployment or platooning of Connected Autonomous Vehicles (CAV). However, there are currently three bills running in the Illinois General Assembly (GA) that relate to CAVs. The first bill, HB791, has been introduced by State Representative Tom Demmer. The bill states that any local unit of government is prevented from prohibiting autonomous vehicles on their roadways. The other two bills are identical bills being run in the house (HB2747), by Representative Michael Zalewski, and senate (SB1432) by Senator Martin Sandoval. These bills are similar to the AV legislation that was passed in the Michigan legislature at the end of 2016. These bills would allow “motor vehicle manufacturers” to test AVs anywhere in Illinois if they meet the eligibility requirements laid out in the bill. It also allows qualifying manufacturers to deploy an “on-demand vehicle network”. However, unlike the Michigan legislation, these bills do not currently address platooning. We should note that opposition to HB2747 and SB1432 appears to be picking up with the Department of Transportation also having concerns.

Existing Regulations: In regards to surveying existing regulatory barriers, we have identified numerous areas of the Illinois Vehicle Code that we believe may need to be addressed. Among the areas of concern are issues with the licensing of drivers and the registration and titling of vehicles. Additionally, concerns exist with Illinois Vehicle Code definitions such as “operator” and “driver”. Lastly, Illinois is currently in the process of forming an interagency working group and one of the first issues that will be discussed is the various legal and policy roadblocks that could potentially slow the testing, and eventual deployment, of autonomous vehicles. We hope to have a more complete picture of the regulatory barriers as the working group progresses.

General Political Climate: In regards to the general political climate for autonomous vehicles, early indications appear to be more promising than the overall political climate in Illinois which is extremely fractured. HB2747 is being sponsored and co-sponsored by a bi-partisan group of legislatures. However, with this being the first substantive AV legislation introduced in Illinois, we should get a better picture of the overall support, or opposition, for autonomous vehicles as this legislative session moves along.

Indiana -

Iowa - Currently, Iowa has no specific laws or regulations addressing automated vehicles. Politicians have expressed interest and support regarding the potential of automated vehicles to benefit Iowans – especially in terms of improved safety and mobility.

Kansas -

Kentucky – KTC has studied connected and autonomous vehicles — their positives and negatives, how quickly consumers may adopt them, and strategies state departments of transportation can use to

streamline their deployment — as well recent efforts at the federal and state level to establish laws and regulations that will smooth the transition for connected and autonomous vehicles.

Michigan - A four bill package was recently signed into law that allows unrestricted automated-vehicle use on Michigan roads, not just for testing. More specifically, the bills create four overlapping authorization regimes: general legalization; testing by manufacturers, schools, or state agencies; driverless taxis operated by manufacturers within boundaries; and platooning.

Minnesota - Michigan and Ohio have already jumped way out ahead on this with a partnership initiative. Their willingness will be key to establishing a regional model. States are vying for related tech job development/university research dollars.

Missouri - The link to this website provides good information about what states have laws in place regarding Connected and Automated Vehicles (CAV) which includes autonomous, platooning, and other types of connected vehicles. There's a map showing states with laws in place, and it also shows the big interest in the subject by listing all of the states that proposed legislation in 2015 and 2016, a short description of the proposed law and whether it passed or failed.

<http://www.ncsl.org/research/transportation/autonomous-vehicles-legislation.aspx>

Ohio - Ohio's current code allows for certain levels of automated testing as long as a driver is behind the wheel ready to take control of the vehicle. Fully autonomous testing will have to be addressed with changes in state law.

Also, ODOT is considering legislation that will explicitly give the Director authority to set CV/AV policy. Current law does not prohibit it, but ODOT is contemplating whether it would be beneficial for the Director to have that explicit authority.

Wisconsin - Wisconsin has not done much to date regarding connected / autonomous vehicles. WisDOT is launching an internal, multi-division working group this spring to identify, monitor and address issues related to CAV adoption. The University of Wisconsin – Madison secured federal designation as one of 10 “proving grounds” for autonomous vehicles. WisDOT may be seeking to participate in those efforts, but the scope is undecided.

