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**TRB** TRANSPORTATION RESEARCH BOARD

# TRB Webinar: Advancing and Deploying Automated Vehicle Technologies

*April 6, 2026*

*12:00 – 1:30 PM (eastern)*

# PDH Certification Information

1.5 Professional Development Hour (PDH) – see follow-up email

You must attend the entire webinar.

Questions? Contact Andie Pitchford at [TRBwebinar@nas.edu](mailto:TRBwebinar@nas.edu)

*The Transportation Research Board has met the standards and requirements of the Registered Continuing Education Program. Credit earned on completion of this program will be reported to RCEP at RCEP.net. A certificate of completion will be issued to each participant. As such, it does not include content that may be deemed or construed to be an approval or endorsement by the RCEP.*



# AICP Credit Information

One (1.5) American Institute of Certified Planners (AICP) Certification Maintenance (CM) Credit

You must attend the entire webinar

Log into the American Planning Association website (<https://www.planning.org/>) to claim your credits

Contact AICP ([AICPCM@planning.org](mailto:AICPCM@planning.org)), not TRB, with questions

# Purpose Statement

This webinar will examine recent experiences from states advancing and deploying automated driving systems (ADS) and automated vehicle (AV) technologies, including how differences in policy, implementation, and regulatory frameworks influence innovation, pilot programs, and interstate collaboration.

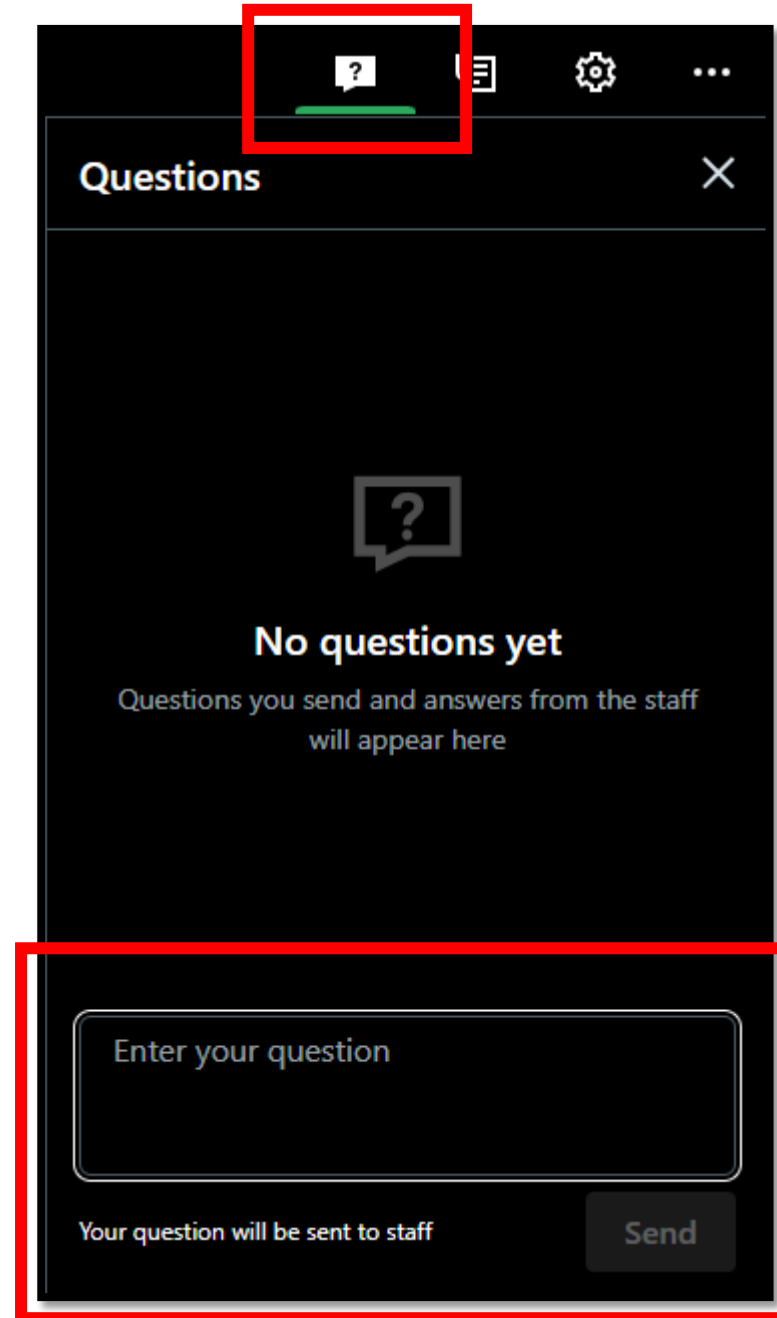
# Learning Objectives

At the end of this webinar, participants will be able to:

- Identify approaches for planning, financing, programming, policy development, risk management, safety management, infrastructure readiness, and system operations related to ADS deployments and applications;
- Evaluate the impacts and adoption of ADS and AV technologies on state and local transportation agency facilities and communities; and
- Outline recommendations and actionable steps for integrating AV technologies into state and local transportation agency operations and for working collaboratively to reach shared goals.

# Questions and Answers

- Please type your questions into your webinar control panel
- We will read your questions out loud, and answer as many as time allows



# Today's Presenters



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NCHRP Project 20-68, Domestic  
Scan 23-02:

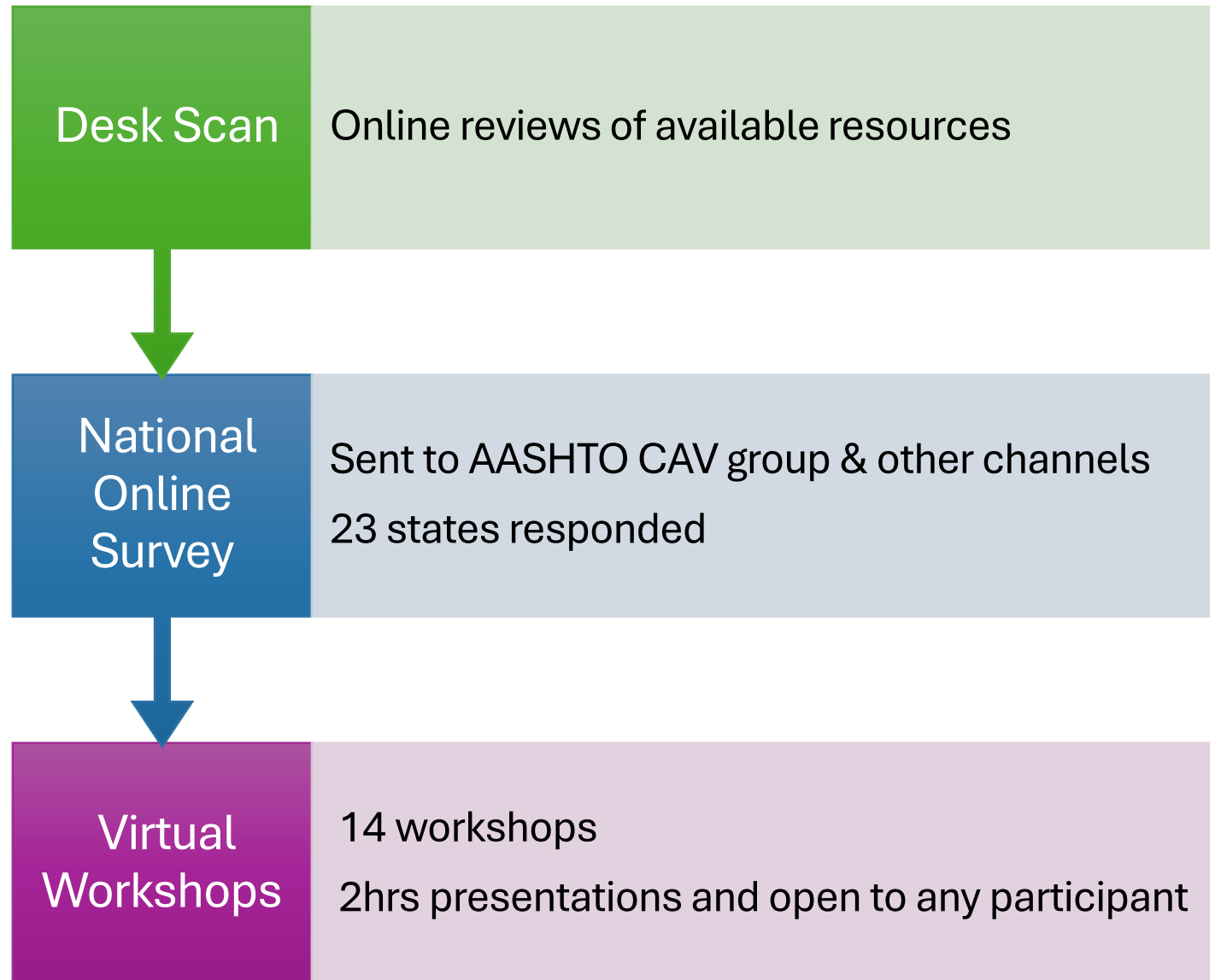
Recent Experiences in Advancing  
and Deploying Automated  
Vehicle Technologies

# Scan Goals

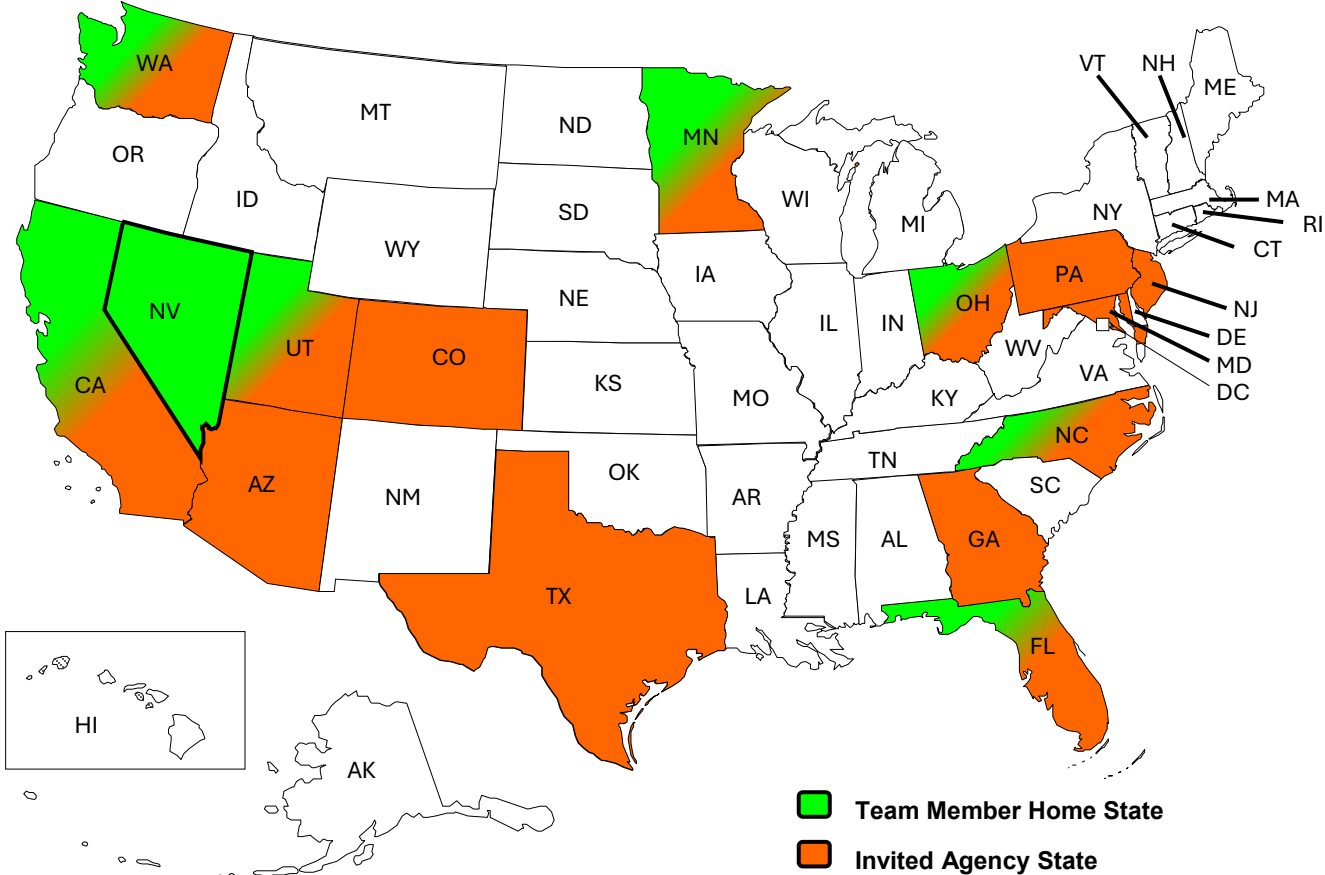
NCHRP's Domestic Scan program is intended to accelerate beneficial innovation by facilitating information sharing and identifying actionable items of common interest

Enhance IOOs' understanding of how to approach planning, financing, programming, policy development, risk management, safety management, infrastructure readiness and system operation in ADS deployments and applications

# Data Gathering Method

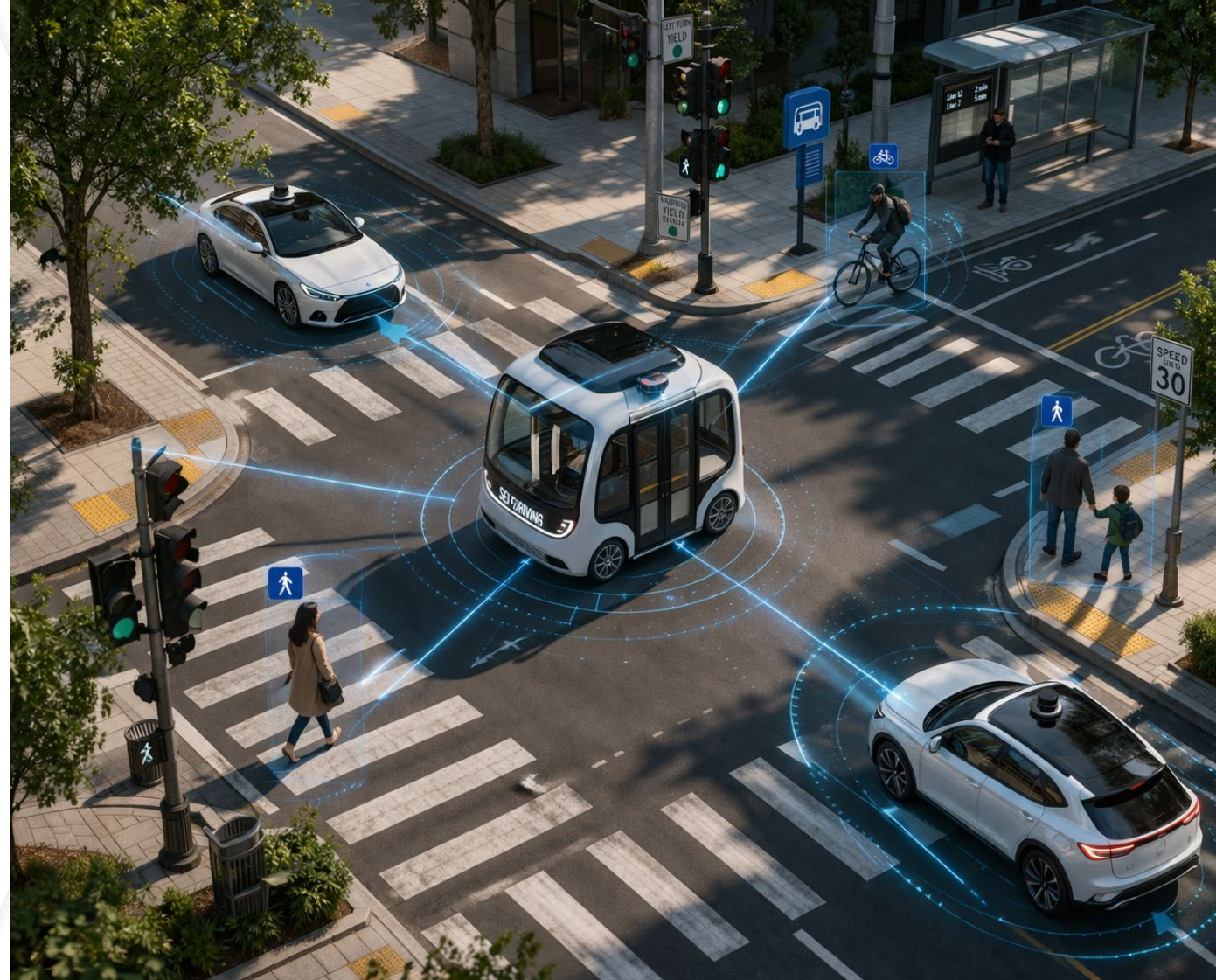


# Scan Participants



# Initial Findings

- States are fundamentally focused on:
  - Transportation safety
  - Improved mobility
  - Infrastructure
- Specific goals for AV deployments include:
  - Encouraging economic growth
  - Fostering public-private partnerships



# Initial Findings

- State governments are advancing AV technologies through:
  - Policies and legislation
  - Organizational champions
  - Pilot projects
  - Leveraging nationally-available information and groups
- Varied approaches to implementation
  - Results in a patchwork of policies and practices



# Policies and Regulations

## Permissive vs. restrictive

- Georgia and Utah (and others): few restrictions on testing or deployment
- California: permits, safety driver requirements, extra insurance
- Balance between innovation and oversight, technology and safety
- Permissive approach often intends to attract ADS developers, no clear correlation found

## Oversight bodies

- Appointed boards or committees often driven by legislature (e.g., Ohio and Minnesota)
- Ad-hoc groups or task forces within agencies

# Policies and Regulation

- Lack of federal regulations
  - States choose how to manage, level of oversight
- State vs. Local
  - Municipalities often involved in regulation (e.g., Seattle)
    - Consider local needs and concerns
  - Some states preempt municipal action to maintain consistency



# Funding and Staffing



Adequate and consistent funding critical to effective programs

Continuous innovation, testing and deployment



Ad-hoc, project specific funding

Good for pilots  
Limits long-term evolution of projects and public buy-in



Dedicated staff yields well-supported and innovative programs

Create and retain specialized knowledge needed (e.g., CalTrans and Texas)  
Supplemented by consultants / university staff (e.g., Michigan)

# Key Projects

## Demonstration events

- Vendors demonstrate capabilities, very short term

## Pilot projects

- Safety and effectiveness
- Public interaction and buy-in
- Common pilot: low-speed AV shuttles (e.g., Utah, North Carolina, and Minnesota)

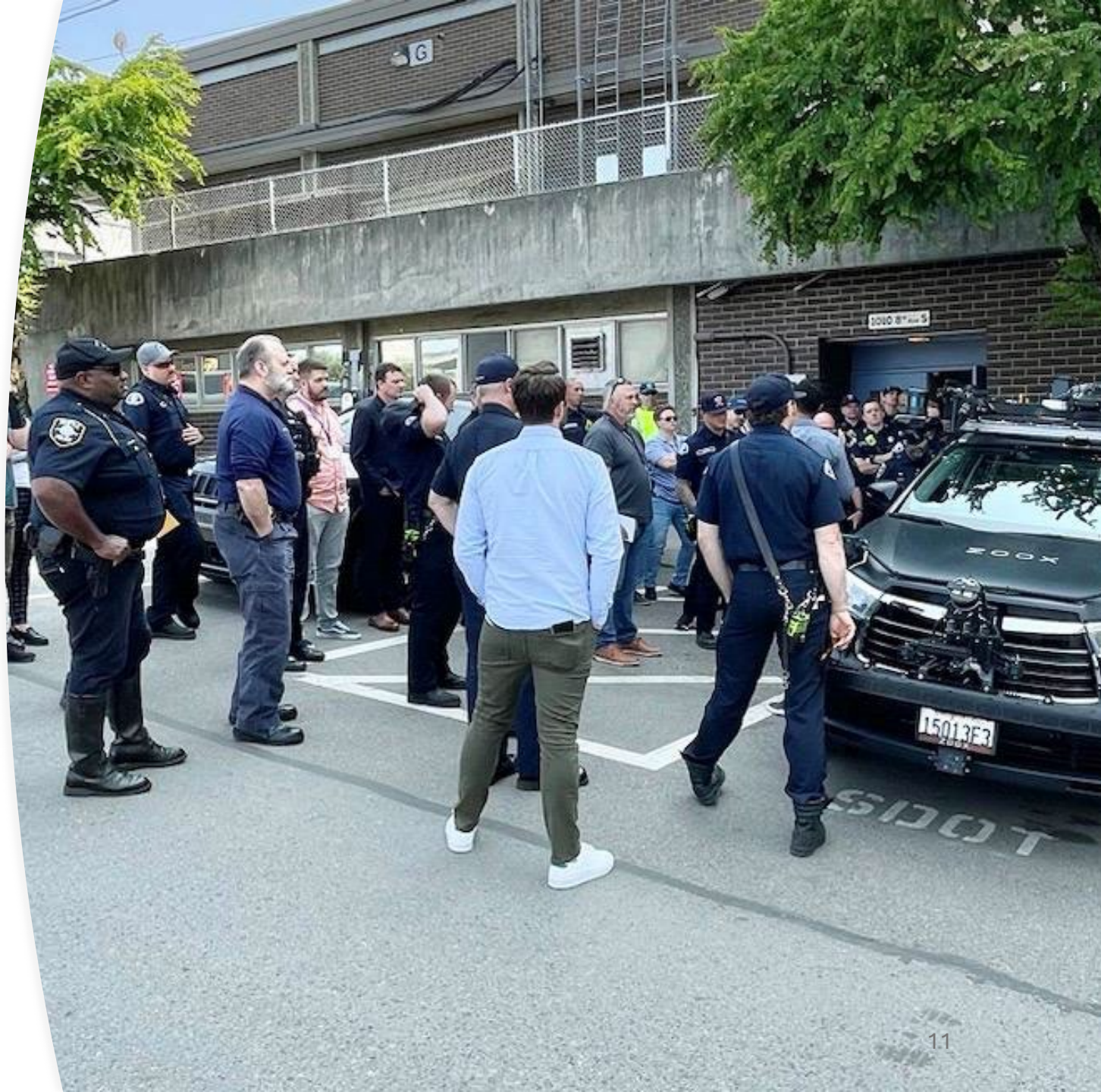
## Full-scale deployments

- None identified as being led by state DOTs
- Usually led by industry, i.e., robotaxis and freight (e.g., Arizona and Texas)



# Key Resources

- Strategic plans or roadmaps
  - Outline goals, priorities and outcomes
  - Align AV projects with broader transportation and infrastructure goals
  - Ensure sustainable staff and funding resources
- Public engagement
  - Experience technology first-hand and gain trust
- Emergency response engagement
  - Prepare for unique situations and conditions



# Key Resources

## Lessons learned and reports

- Learn from agencies with experience
- Key insights into training, public response, challenges
- Not every project produces a report, some more detailed than others

## Data governance

- Public vs. Proprietary data

## National groups

- AASHTO, ITS America, AV Pooled Fund Study, etc.

# Key Conclusions

- Deployments should meet a transportation need and have public input
- Deployments should be collaborative and balance regulatory oversight with technical innovation
- Connected vehicle technologies can support and enhance AV deployments and should be employed
- Effective deployment needs clear federal oversight and regulation
  - Clarify the role of the states
  - Produce national alignment
  - Yield safer, more efficient, and cost-effective adoption of AV (and CV)

# Recommendations

## **1. Strengthen Agency Engagement in Automated Vehicle Development**

- Establish agency responsibility and empower staff to lead programs with AV components
- Document the agency's current AV role
- Invest in Connected Vehicle infrastructure as a foundation for AV and broader Intelligent Transportation Systems
- Document experiences of demonstrations, pilots and deployments, for others to deepen and scale their own knowledge more effectively
- Engage in national dialogues to promote findings and demonstrate state desires to test and adopt AV solutions
- Mentor and empower other states and local entities
- Identify whether your state needs to pivot or scale AV solutions

# Recommendations

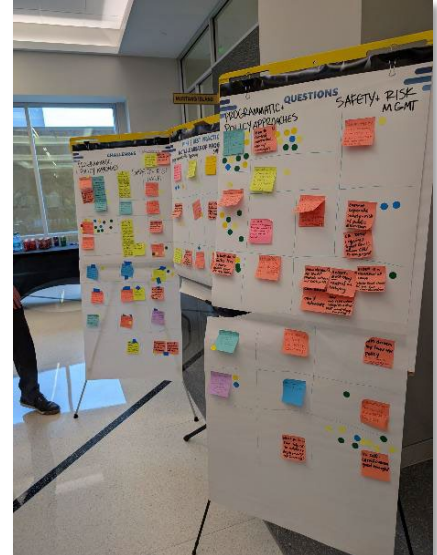
## **2. Promote National Alignment on Automated Vehicle Standards and Regulations**

- Advocate for Federal leadership and regulation
- Coordinate through national organizations and non-profit entities
- Participate in standards development committees

# What's Happened Since the Scan

## NCHRP 20-24(147): “Identify Best Practices for Automated Driving Systems and Other Emerging Technologies”

- **Peer exchange** that convened **82 participants** from **39 state DOTs** in **March 2025** to share **best practices** and **lessons learned** related to making practical and feasible investment and policy decisions for connected, automated, and emerging transportation technologies.
- **Top 3 areas for future action identified**
  - Building DOT organizational readiness.
  - Coordinating across jurisdictions and levels of government.
  - Working with OEMs to support DOT goals.
- **Action plan**
  - **Share peer exchange findings and recommendations**
  - **Reach out to other associations**
  - **Maintain list** of state DOT points of contact
  - Explore approaches to **maintaining Resource Guide**
  - Continue **forums for open dialogue**
  - Identify key activities that could be **future roles for AASHTO** or other **national/multi-state organizations**
  - Identify potential **future NCHRP research topics**
  - Plan **future peer exchanges**



NCHRP  
20-24(147)  
Webpage

# What's Happened Since the Scan

## MnDOT: “Automated Vehicles: State-Level Policy Themes”

**White paper** published in **November 2025** for use by **practitioners** and **policymakers** that summarizes **ten key policy themes** from an analysis of **state statues, regulations, and implementation strategies** for AV technologies.

### Key themes

- Testing, Deployment, and Operations.
- Privacy and Security.
- State and Local Governance (Preemption).
- Safety Verification.
- Liability and Insurance.
- Role of Driver/Operator.
- Registration, Permitting, and Data Reporting Requirements.
- Emergency Services Interaction Plan.

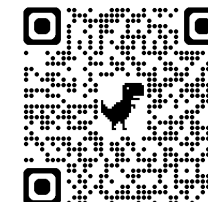
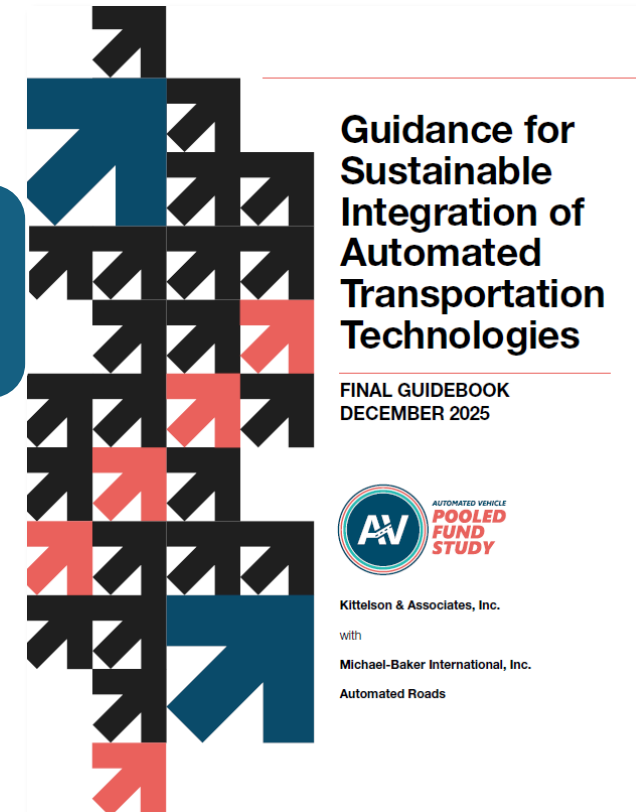


*MnDOT  
White  
Paper*

# What's Happened Since the Scan

## AVPFS: “Guidance for Sustainable Integration of Automated Transportation Technologies”

- **Guidebook** published in **December 2025** for use by **IOOs** to:
  - **Reduce** an agency’s **learning curve**.
  - **Mitigate risks**.
  - **Optimize limited resources**.
  - **Increase public acceptance** of AV-supportive investments.
- **Key resources**
  - **Key actions IOOs can take** to prepare for AV impacts and to implement AV-supportive infrastructure, policies, and processes.
  - **A User Guide to track progress** implementing the key actions.



AVPFS  
Report  
Webinar

# What's Happened Since the Scan

## NACTO: "Robotaxis Aren't Coming, They're Here – A Practical Guide for Cities to Get Started"

- **Practitioner paper** published in **February 2026** to enable **city staff** to:
  - **Organize** and **begin internal work** to address a rapidly expanding new technology.
  - **Build partnerships** and **relationships** necessary for successful day-to-day and strategic management of robotaxi operators.
  - **Draft policy** and **programs** to take the next steps in creating space for robotaxis while advancing safe, equitable, and multimodal transportation networks.



AUSTIN  
Credit: City of Austin



SAN FRANCISCO  
Credit: Alamy



NACTO  
Paper

# What's Happened Since the Scan

## U.S. Senate Committee on Commerce, Science, and Transportation: “Hit the Road, Mac: The Future of Self-Driving Cars”

- **Full committee hearing** held on **February 4, 2026** to examine **federal and state regulatory impacts** on the adoption of AVs.
- Chairman Ted Cruz (R-Texas) advocated for Congress to craft a **clear federal framework** for AV deployment.
- **Witnesses**
  - Mr. Lars Moravy, Vice President of Vehicle Engineering, Tesla
  - Dr. Mauricio Peña, Chief Safety Officer, Waymo
  - Mr. Jeff Farrah, Chief Executive Officer, Autonomous Vehicle Industry Association
  - Mr. Bryant Walker Smith, Associate Professor of Law, University of South Carolina



*Hearing  
Webpage*

# What's Happened Since the Scan

## NHTSA: “National AV Safety Forum”

- **Public meeting** held on **March 10, 2026** to provide **updates** and **insights** into ongoing and upcoming vehicle automation activities and building on the **ADS Workshop** held in **November 2025**.
- **Speakers**
  - Sean Duffy, U.S. Secretary of Transportation
  - Michael Kratsios, Assistant to the President, Director of the White House Office of Science & Technology Policy
  - Jonathan Morrison, Administrator, NHTSA
  - Aicha Evans, CEO, Zoox
  - Tekedra Mawakana, Co-CEO, Waymo
  - Chris Urmson, CEO, Aurora
  - Kevin Gay, Senior Director, Uber
  - Phil Koopman, Faculty Emeritus, CMU
  - Jeff Wishart, Automated Vehicle Behavioral Regulations Lead, GM
  - Adam Campbell, Head of Safety Innovation, Gatik
  - Allison Drutchas, Autonomous Vehicles Attorney, Waymo
  - John Maddox, Senior Director, Zoox



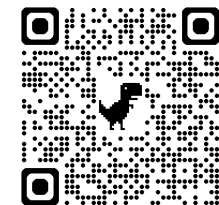
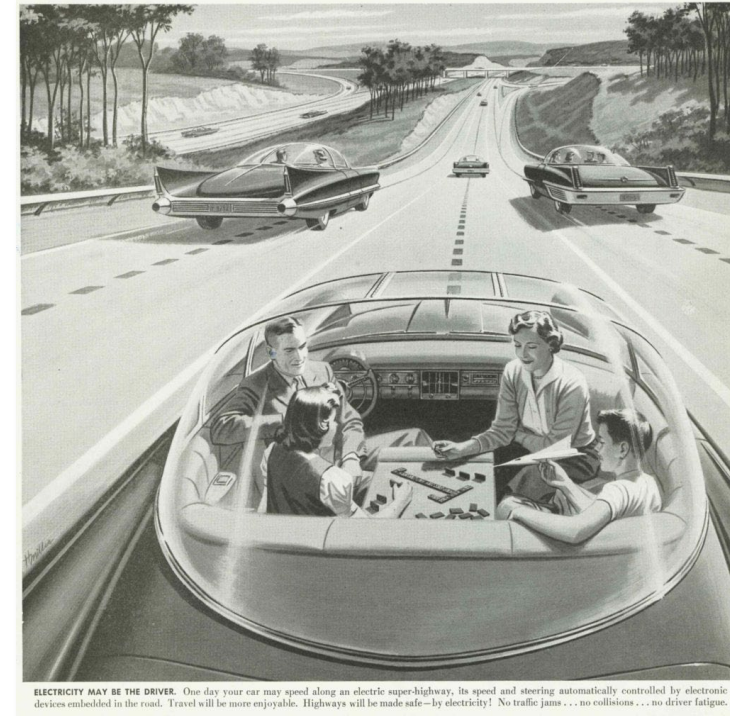
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# What's Happened Since the Scan

## Federal Legislation

Safely Ensuring Lives Future Deployment and Research In Vehicle Evolution (**SELF Drive) Act** (H.R. 7390, 2026)

- **Bipartisan legislation** that would establish a **national safety and regulatory framework** for AV technology.
  - Establishes new federal safety standards for ADS.
  - Defines expected ADS competencies.
  - Creates a National Automated Vehicle Safety Data Repository.
  - Clarifies federal preemption.
  - Allows limited commercial operations during testing.
  - Addresses “make inoperative” rules.
  - Protects connected-vehicle cybersecurity.



*Bill Text  
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Q&A

# Today's Presenters



**Tara Olds**  
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**Sarah Searcy**  
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# Upcoming events for you

**April 30, 2026**

TRB Webinar: Legal Issues Relating to DOT's  
Collection and Use of Data

**May 8, 2026**

TRB Webinar: Data Governance in State DOTs-  
Insights and Practitioner Perspectives

<https://www.nationalacademies.org/trb/events>

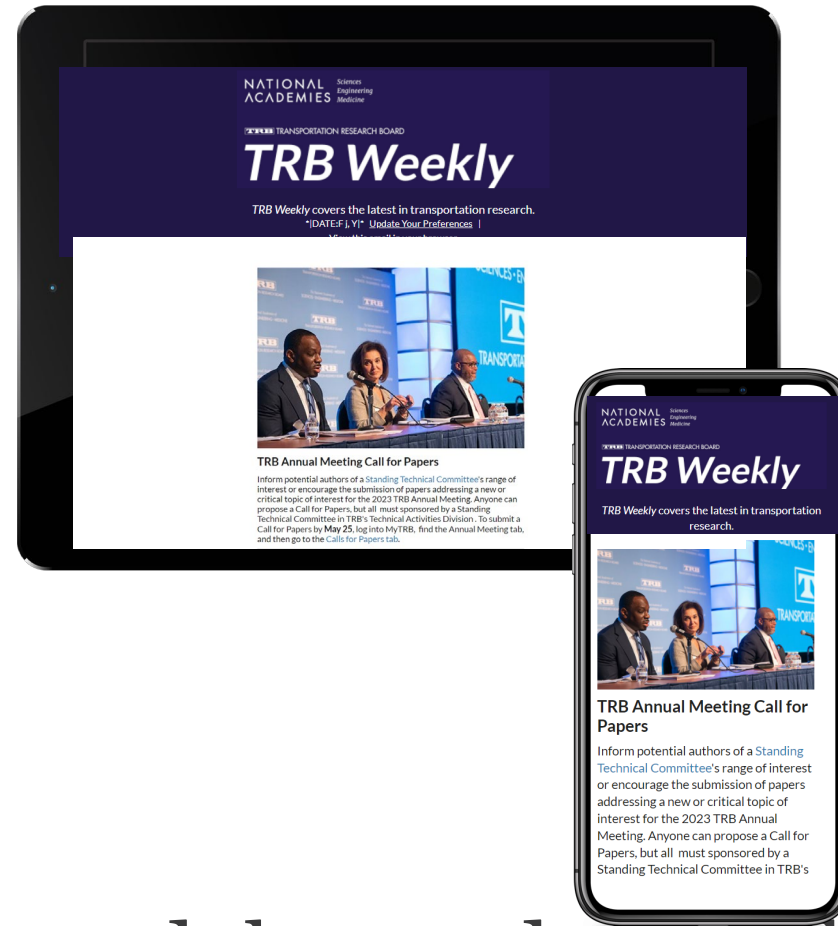


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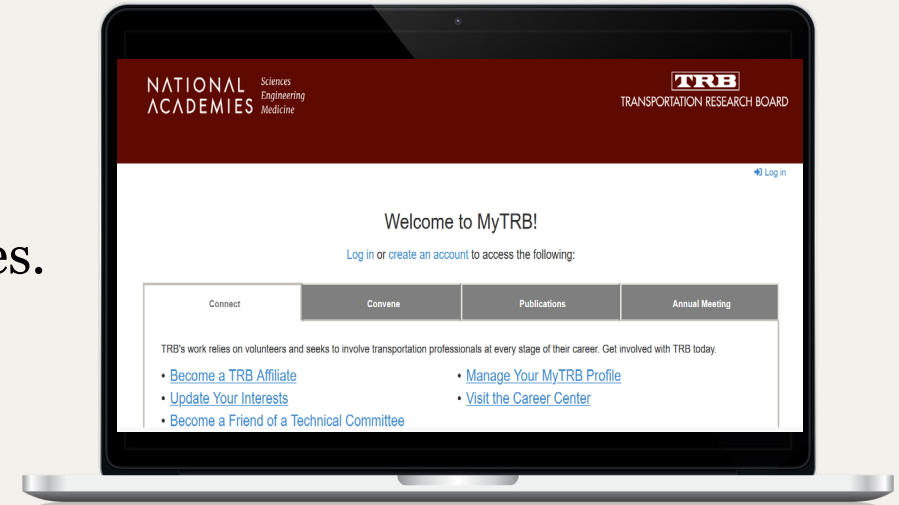


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