

Summary

This resolution holds that ~~autonomous vehicle~~automated driving system research, development, testing, and operational functionality should not be impaired by unnecessary legislative or regulatory intervention.

RESOLUTION ON ~~AUTONOMOUS VEHICLE~~AUTOMATED DRIVING SYSTEM LEGISLATION AND REGULATION

WHEREAS, automated driving systems remain in the early stages of development, necessitating the establishment of a common definitional taxonomy.

WHEREAS, the dynamic driving task refers to the real-time operational and tactical functions required to operate a vehicle in on-road traffic, excluding the strategic functions such as trip scheduling and selection of destinations and waypoints, as defined by SAE Recommended Practice J3016.

WHEREAS, operational design domain refers to the specific conditions under which a given driving automation system or feature thereof is designed to function, including, but not limited to, driving modes, as defined by SAE Recommended Practice J3016.

WHEREAS, automated driving systems refer to hardware and software that are collectively capable of performing the entire dynamic driving task on a sustained basis, regardless of whether it is limited to a specific operational design domain, as defined by SAE Recommended Practice J3016.

WHEREAS, lawmakers and regulators should adopt a common terminology on automated driving systems, as defined by SAE Recommended Practice J3016.

~~WHEREAS, autonomous vehicles are motor vehicles equipped with technology that has the capability to direct a vehicle without real-time input or monitoring by a human operator.~~

WHEREAS, ~~autonomous vehicles~~motor vehicles equipped with automated driving systems greatly reduce human interaction with the direction of motor vehicles.

WHEREAS, human error is a factor in ~~approximately more than~~ 90 percent of motor vehicle accidents.

WHEREAS, human error is responsible for a significant portion of traffic congestion.

WHEREAS, ~~motor vehicles equipped with automated driving systems~~autonomous vehicles can greatly enhance transportation access for mobility-impaired populations such as the disabled, elderly, and youth.

WHEREAS, the states regulate the licensing, ~~insurance, liability determination,~~ and operations of motor vehicles while the federal government regulates highway vehicle safety and performance.

WHEREAS, several states have enacted laws ~~recognizing affirming~~ the legality of automated driving systemsautonomous vehicles.

~~WHEREAS, the federal government is considering safety mandates regarding vehicle-to-vehicle communications.~~

~~**WHEREAS**, autonomous vehicle communications systems, whether vehicle-to-vehicle or vehicle-to-infrastructure, remain in the early stages of development.~~

WHEREAS, requiring specific and unnecessary components or functions of nascent technologies will likely ~~retard~~ hinder innovation and consumer availability.

WHEREAS, unduly discriminatory statutes or regulations with respect to the nature of insurance that shall be furnished for ~~an autonomous vehicle~~ a motor vehicle equipped with an automated driving system should be avoided.

WHEREAS, lawmakers and regulators should avoid crafting statutes or regulations regarding ~~autonomous vehicles~~ motor vehicles equipped with automated driving ~~which~~ systems that fail to distinguish between ~~highway and non-highway vehicles~~ on-road, off-road, low-speed, and highway motor vehicles.

WHEREAS, counties and municipalities should not legislate and regulate matters related to registration, licensing, insurance, operations, and others that fall under the authority of state government.

NOW THEREFORE BE IT RESOLVED, that [insert state here] opposes the enactment of laws or promulgation of regulations that would restrict ~~autonomous vehicle~~ automated driving system innovation.