State policymakers from around the country attended the CSG Autonomous and Connected Vehicle Policy Academy June 12-14, 2017 in Detroit. Attendees heard from representatives of the automotive industry, university researchers, state department of transportation officials and others about how states are preparing for the autonomous and connected vehicle future. This page provides an archive of resources from the academy and links to further reading.

CSG Policy Academy

Autonomous and Connected Vehicles: What's Next for the Industry & State Policymakers

Detroit, Michigan       June 12-14, 2017
Monday, June 12

Panel 1: The Automotive Industry and Autonomous & Connected Vehicles

Representatives of the automotive industry discuss what’s ahead for autonomous and connected vehicles and technologies, how quickly they will arrive and the policy challenges they may present.

Speakers:

- Steve Gehring, Association of Global Automakers, vice president for vehicle safety and connected automation
- Jonathan Weinberger, Alliance of Automobile Manufacturers, vice president for tech policy
- Harry Lightsey, General Motors, executive director, emerging technologies policy
- Doug Longhitano, Honda, manager of connected and automated vehicle technology
- Hilary Cain, Toyota, director of technology and innovation policy

Panel 2: Research, Technology & Testing on Autonomous and Connected Vehicles

A closer look at the research and testing being done and the key partnerships that are helping to enable it.

Speakers:

- Hideki Hada, Toyota Motor North America Research & Development, executive engineer for electronics systems
- Michelle Chaka, Virginia Tech Transportation Institute, senior research associate
- Steve Boyd, Peloton Technology, co-founder & vice president of external affairs

Panel 3: Benefits & Challenges of the Autonomous & Connected Vehicle Future

Policy experts discuss the potential of autonomous and connected vehicles for improvements in safety and mobility and the expected societal, environmental, economic, infrastructural and planning impacts.

Speakers:
The National Highway Transportation Safety Administration issued a Federal Automated Vehicles Policy in September 2016 that contained a model state policy which emphasized four possible areas of jurisdiction for states in regard to autonomous vehicles. These areas include licensing and registration; traffic laws and enforcement; state safety inspections; and insurance and liability. Panelists discuss the concerns policymakers might have to deal with in each of these areas as the autonomous vehicle future evolves.

Panel 5: Other Policy Implications for States

State departments of transportation, researchers and others already have begun to contemplate what the autonomous vehicle future may mean in long-range plans, and in some cases by allowing such vehicles onto public roadways today. Panelists will talk about what they’ve learned and the approaches their states and researchers are taking.
Panel 6: Autonomous Vehicles & the Future of Insurance

Insurance is not only one of the areas in which states have jurisdiction when it comes to autonomous vehicles, but it is also an area that seems likely to undergo profound change in the years ahead as a result of these advancements. During this segment, presented in collaboration with The Institutes Griffith Insurance Education Foundation, an insurance and legal expert examines the key issues policymakers will need to consider over the long term.

Speaker: Robert Peterson, Santa Clara University, law professor

Panel 7: Autonomous Vehicles & the Economy

Autonomous and connected vehicles appear likely to dramatically reshape a variety of industries and the overall economy. Panelists discuss the job impacts and other economic challenges that could lie ahead.

Speakers:

- Maya Rockeymoore, Ph.D., Global Policy Solutions, president and CEO
- Lewis Clements, The University of Texas at Austin, research assistant and lead author of Economic Effects of Automated Vehicles

Keynote Speaker

After first approving legislation to allow autonomous vehicle testing in 2013, Michigan approved a series of bills in 2016 aimed at making the state a leader in testing and deployment. Keynote speaker Kirk Steudle of the Michigan Department of Transportation talks about Michigan's approach and offers advice to state policymakers on autonomous and connected vehicle policy.

- Kirk Steudle, Michigan Department of Transportation, director

Wednesday, June 14

Breakfast Briefing: Understanding the Legal & Regulatory Landscape

Autonomous vehicle legal expert Bryant Walker Smith discusses how states have addressed autonomous vehicles in legislation and regulation and the statutory challenges they’ve faced or could
face in the years ahead.

- **Session Summary Article** [26]

Speaker:

- Bryant Walker Smith, University of South Carolina, assistant professor of law

**Panel 8: Envisioning the Autonomous Future**

Panelists discuss a vision for the autonomous future that includes on-demand, shared mobility with fully electric, autonomous vehicles through rideshare companies such as Uber and Lyft. They talk about the policy implications of that vision and other future scenarios and discuss how policymakers can help shape the autonomous future through investments in smart infrastructure and other actions.

- **Session Summary Article** [27]

Speakers:

- Tim Frisbie, Shared-Use Mobility Center, communications and policy director
  - **Speaker Presentation** [28]
- Prashanthi Raman, Lyft, director of public policy
  - **Speaker Presentation** [29]
- Carla Bailo, The Ohio State University, assistant vice president for mobility research and business development
  - **Speaker Presentation** [30]
- Kelley S. Coyner, George Mason University, Center for Regional Analysis and Schar School of Policy and Government, senior fellow
  - **Speaker Presentation** [31]
The Mcity Test Facility tour provides an opportunity to see the world's first purpose-built proving ground for testing connected and automated vehicles and technologies in a safe, controlled environment that simulates real world urban and suburban driving conditions. The test facility is operated by the University of Michigan's Mcity. Mcity is a public-private partnership that is leading the transition to connected and driverless vehicles through research and collaboration among industry, government and academia. A variety of automakers, tech companies and others have invested in the test facility, which sits on a 32-acre site on the university's North Campus and includes about 16 acres of roads and traffic infrastructure, including traffic signals and signs, crosswalks, parking spaces, a roundabout, building facades, and even a tunnel. On the tour, attendees have the opportunity to ride in the Arma, a fully autonomous, 15-passenger electric shuttle manufactured by the French firm Navya.

CSG thanks the Association of Global Automakers, the Alliance of Automobile Manufacturers and Audi for their support of the policy academy. Portions of the program focusing on insurance and liability issues were presented in collaboration with The Institutes Griffith Insurance Education Foundation.
[33] http://knowledgecenter.csg.org/kc/category/policy-area
[34] http://knowledgecenter.csg.org/kc/category/policy-area/technology