

Action Plans

After answering and discussing the survey questions, the groups began to formulate action plans with regard to the topics discussed. Outlines of the responses are tabulated in Tables 1 through 5 below:

Table 1: Law Enforcement

Problem	Proposed Strategy	Targeted Project Performance	Agency Responsible	Action Items & Timeframe
How do I pull over an AV?	Require vehicle-to-vehicle (V2V) technology preemption with visual indicators		NHTSA Law enforcement officers	ASAP
Determine if it's an AV or if the AV system is engaged. Updating crash reporting so that relevant data is collected regarding AVs to determine their involvement (did it cause or contribute to the crash).				
Being able to determine fault and liability in the event of a crash or violation.	Require Federal regulations address the need for AVs be able to communicate with law enforcement.	Coordinate with other states (through AASHTO) and Congressional delegations to influence Federal policy, regulations and/or laws.	Coordination among state agencies.	Respond to proposed regulations when they are published.
Training law enforcement to recognize an AV; investigations of accidents and enforcement of violations	The International Association of Chiefs of Police IACP should develop standards/train the trainer model and operate it	Goals, milestones	Police Officer Standards and Training Council (POST), Fire Academy	Assign project manager

Table 2: Liability & Insurance

Problem	Proposed Strategy	Targeted Project Performance	Agency Responsible	Action Items & Timeframe
How and who do we cover?	Hybridized policy that covers product liability as well as individual negligence.	Early, consistent universal implementation. It would take years to see how it makes sense financially.	State insurance regulator	Engage the insurers in the state, ASAP
Determining premium costs to insure AVs. Addressing the mixed use environment of AVs and non-AVs.			Private insurers. Dept. of Insurance.	
Determining who needs to carry insurance, the requirements for liability and limits.	Coordinate with other states to develop common approach.	Coordinate with other states to develop common approach.	Insurance Department, in coordination with sister agencies on technical committee.	As soon as legislative authority is established (but before implemented) for AVs to be tested and/or operated on public roads.
What new issues are presented with the introduction of AVs	Data gap analysis, researching other jurisdictions	Above might indicate necessary legislative changes	Insurance Department	Legislation Framework

Table 3: Vehicle & Safety Issues

Problem	Proposed Strategy	Targeted Project Performance	Agency Responsible	Action Items & Timeframe
How does a state manage safety inspections? How do we ensure that a car's safety is maintained (after a crash, etc.)?	Implement a national standard			
Regulating the cohabitation of AVs and non-AVs on the roadway system	Driver training and endorsements necessary for drivers that become dependent on the new technologies.			
Concerns regarding safe fallback procedures, including warnings to human driver. Timeframe is a big concern.	Prohibit level 3 vehicles from operating on public roads.	Work with state legislature, other states, congressional delegation, NHTSA and private sector to prohibit level 3 vehicles from being sold and operating on public roads.	Coordination among state agencies to coordinate with other states through AASHTO, American Association of Motor Vehicle Administrators (AAMVA), etc.	Sooner rather than later.
Federal motor vehicle safety standards	Enforce NHTSA's recommended standards	Performance measures	NHTSA	TBD

Table 4: Infrastructure & Environmental Impact

Problem	Proposed Strategy	Targeted Project Performance	Agency Responsible	Action Items & Timeframe
Determine short term highway infrastructure needed by the states.	Determine short term highway infrastructure needed by the states.	Ensure that transportation professionals are involved with the original equipment manufacturers.		
What do HAVs need and how to maintain that effectively (markings & signing, pavement conditions, other infrastructure)?	What do HAVs need and how to maintain that effectively (markings & signing, pavement conditions, other infrastructure)?	Need to pilot test in areas with existing markings, signing, and pavement. Determine what's effective & target needs appropriately. Identify how HAVs react to environmental changes both long term & temporary (temporary work zone, speed limit changes in school zones/work zones, shoulder closers, etc.).		Evaluate results of pilot programs. Increased maintenance requirements of states and municipalities.
Identifying what infrastructure requirements are necessary for AVs and the resources needed to meet those requirements.	Identifying what infrastructure requirements are necessary for AVs and the resources needed to meet those requirements.	MUTCD should take lead through AASHTO, state work groups and private sector to identify modifications to current practices. Encourage additional Federal and private sector dollars to help provide resources, especially on local system.	Unknown, until we better understand what the AV requirements will be to safely operate on the roadway. Begin/continue dialogue with private sector through TRB, AASHTO, AAMVA, etc. to better know what the requirements will be.	Multiple agencies, including DOT, DMV, FHWA, NHTSA, etc. Sooner rather than later.
Funding resources, training	Full engagement	Performance measures	States/towns	TBD

Table 5: Vehicle Testing

Problem	Proposed Strategy	Targeted Project Performance	Agency Responsible	Action Items & Timeframe
No regulatory scheme for vehicle testing	Draft regulations based on NHTSA guidelines. Efficient optimization of staff/resources	Draft, promulgate regulation	Multi-agency effort	Research other state's regulations; consult with UConn; TBD

The Action Plan results can also be found on CTSRC website <http://ctsrc.uconn.edu/> under NE Autonomous Vehicle Summit.