

**CONNECTICUT'S FULLY AUTONOMOUS VEHICLE
TESTING PILOT PROGRAM (FAVTPP):
AN OVERVIEW**

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Autonomous Vehicles: A Brief History in Connecticut

- In 2016, Connecticut's Office of Policy & Management (OPM) convened an inter-agency working group to explore autonomous vehicle policy
 - The workgroup membership consisted of:
 - OPM
 - Department of Motor Vehicles (DMV)
 - Department of Transportation (DOT)
 - Department of Emergency Services & Public Protection (DESPP)
 - Connecticut Insurance Department (CID)
 - Purpose: to discuss what potential policy, regulatory, and legislative initiatives should be pursued in furtherance of testing fully autonomous vehicles in Connecticut

Autonomous Vehicles: A Brief History in Connecticut

- In 2017, Governor Malloy worked with the legislature to pass the first autonomous vehicle legislation in Connecticut
 - 2017 Legislative Session passed [PA 17-69](#)
 - PA 17-69: An Act Concerning Autonomous Vehicles
 - Sec. 1 → Authorized the State's first-ever pilot program for fully autonomous vehicles
 - Sec. 2 → Created a legislative task force to study and make recommendations for fully autonomous vehicles going forward
 - The inter-agency workgroup then reconvened to create the application form(s) and processes

Public Act 17-69

Section 1: Authorizing the Pilot Program

- Establishes definitions for fully autonomous vehicles
- Specifies that OPM, in conjunction with DMV, DOT and DESPP, shall establish a pilot program in not more than 4 municipalities
 - 2 municipalities have populations thresholds
 - 2 municipalities specified requirements
- Lays out the requirements an autonomous vehicle tester must adhere to
- Prohibits testing from occurring on limited access highways
- Allows OPM to prohibit any tester from testing if it determines there is a risk to public safety
- Requires a tester to turn over certain information to OPM and the autonomous vehicle task force (created in Sec. 2)
- Mandates that OPM submit an annual report to the CT Legislature on January 1, 2019 on implementation and progress of the pilot program

Public Act 17-69

Section 2: The Legislative Task Force

- Establishes a legislative task force to:
 - Study fully autonomous vehicles, testing and standards;
 - Make recommendations on regulation; and
 - Evaluate the pilot program
- Specifies who should be on the task force and who appoints them
 - 15 members total
 - Allows legislators to be on the task force
- Mandates a timeline for when all appointments must be made & when the first meeting shall occur
 - **NOTE:** the legislature failed to appoint all members and convene the first meeting of the task force, so the law was amended this past Legislative Session to provide greater flexibility
- The task force shall submit 3 interim reports & terminates on the date the final report is submitted

The Pilot Program:

The Intent

- Intent of the legislation was to create a pilot program whereby municipalities must apply for authorization from the State
 - Purpose is to create 4 pilots for controlled testing of these vehicles in specifically limited, safe environments
- Municipalities and FAV testers will enter into agreements with one another, adhering to the restrictions imposed by the State
 - Must have an operator in the car, may only test on those locations/routes specified, must comply with all State and municipal laws and regulations, etc.

The Pilot Program: Additional Considerations

- The inter-agency working group reconvened and created the pilot program's application process/form and the required minimum framework for agreements between FAV testers and municipalities
 - Tried very hard to balance the need for safety/operational oversight with the desire to attract FAV testing participants by not being too onerous on the industry
 - Certain elements were out of our control (operator, ability to take manual control, etc.)

The Pilot Program:

The Application

- Municipality is the applicant:
 - Must provide a single point of contact for the application process & overall pilot program, if approved
 - Must provide contact information for the Municipal Traffic Authority (if different from the contact person above)
- Requires specification of the anticipated testing location(s), route(s), and hours of operations
 - These can change over time, but applicant must first notify the State
- Asks questions to gauge the interest & ability of a municipal applicant

The Pilot Program: The Application

- Application Questions:
 - Why & what characteristics make the location/applicant attractive for testing?
 - Level of current engagement with FAV testers?
 - Anticipated goals/results applicant hopes to attain?
 - Reasons for choosing a particular location/route?
 - Ability to oversee testing?
 - How will the applicant educate the community on testing?
 - Safety, operation, and road-sharing
 - How will the applicant train law enforcement & emergency response personnel for the pilot?

The Pilot Program: The Application

- Municipality signs and submits the application to OPM
 - OPM will then review the application, in conjunction with the inter-agency workgroup previously established
 - OPM then approves or rejects the application or requests additional information
- This is a rolling application process, so there is no hard deadline
 - Interested municipalities are encouraged to contact OPM with a statement of interest
- Testing approval also requires written agreement between the parties
 - Applicants are encouraged to review the “Minimum Framework Agreement” document on the Pilot’s homepage for guidance

The Pilot Program: The “Required Minimum Framework Agreement”

- Section 1: Introduction
 - Lays out statutory definitions, requirements and limitations, pursuant to PA 17-69
 - Provides mailing addresses for state agencies
 - States how/when the particular FAV test will be terminated/concluded
 - Indemnifies the State and the municipality

The Pilot Program: The “Required Minimum Framework Agreement”

Section 2: Requirements Prior to Testing

- Lays out the requirements an FAV tester must meet and the information such tester must provide prior to actual testing
- These include:
 - Company experience
 - Safety assessments
 - Training for “operators”
 - Insurance specifications
 - Vehicle identification
 - Vehicle inspections
 - Submission of a “Driving Plan”
 - Testing period, location/route(s), hours, conditions, goals, & phasing (if applicable)
 - Submission of FAV operator information
 - Description of a municipal public outreach campaign

The Pilot Program: The “Required Minimum Framework Agreement”

- Section 3: Requirements during testing
 - Comply with all requirements of the State, municipality, & MOU
 - Routine safety checks
 - Vehicle signage
 - Mandates what the “operator” must comply with
 - Specifies no FAV operation/testing on limited access highways
 - Allows municipality to require signage for testing area
 - Allows municipality to require police presence/escort, but does not mandate it
 - Must capture & record certain data and provide it to the municipality, the legislative task force, and the State upon request
 - Routine data reporting
 - Quarterly disengagement reports
 - Must comply with certain crash reporting protocols
 - Comply with law enforcement (what they must report)
 - Submit a separate report to the municipality and the State

The Pilot Program: Current Status

- Governor Malloy officially launched the pilot program on April 17, 2018:
- “Make no mistake, autonomous vehicles are the future of transportation, whether it is people looking for a safer and easier commute, more efficient and cheaper commercial transit, more precise ride-sharing and for-hire services, or beyond,” Governor Malloy said. “These vehicles are going to be part of our lives soon and we want to take proactive steps to have our state be at the forefront of this innovative technology. We are showing this industry and those around the country that we promote the development of these kinds of forward-thinking, technology-driven products in Connecticut. We cannot allow our state to be outpaced as this technology grows.”

The Pilot Program: Current Status

- Thus far:
 - OPM has received one official application
 - 5 additional municipalities have expressed strong interest & intend to submit applications
- We are hoping to approve a diverse set of applications that strive to achieve different outcomes
- Connecticut is open for business

Fin.

Link to the FAVTPP homepage and documents:

<http://www.ct.gov/opm/cwp/view.asp?a=2990&q=601204>

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