



I-95 Corridor Coalition: Connected and Automated Vehicles: Regulating the Unknown – Balancing Safety and Promoting Innovation

September 26, 2019

Question and Answer Summary

NOTE: Results from the Polling Questions asked during the webinar are provided at the end of this document.

Presentation 1 – Regulating the Unknown: Balancing Safety and Promoting Innovation:

No questions during this presentation

Presentation 2 – Vermont’s Automated Vehicle Testing Act:

Q: Kristin White (MNDOT): How does Vermont require testers to comply with all state vehicle codes, when many of these AVs are unable to do so?

A: Joe Segale (VT AOT): We’re developing test guidance and applications and a lot of it is borrowed language from Massachusetts. Test vehicles will have to meet all the federal motor vehicle safety standards, if they have to override or replace some standard safety equipment, they’d be allowed to test the vehicle but they wouldn’t be allowed to sell it unless it was restored to original condition. We’re a bit unclear about the whole waiver process at NHTSA level, which seems ill-defined. We will require a demonstration that the test vehicle can be operated safely in a simulated condition to the operational design domain.

A: Greg Rodriguez (Stantec): If you look at California’s application process, in order to test an automated vehicle, it needs to be able to be operate safely within similar operational scenarios. Simulation may also play a big role. A big question is how we get verification from a state or federal level. We need to rethink what our workforces are going to look like – from verification of safety environments to verification of code if we have an interactive environment with connected and automated vehicles.

Presentation 3 – Round Table:

Q: Greg Rodriguez (Stantec): Is there any concern from a liability standpoint about accident reporting and State/City potentially being on notice of a problem with the road/infrastructure? Or, would this be covered under any existing design immunity? (If there is time or would like to discuss more offline). Thank you for great/interesting information.

A: Katherine Lubitz (MassDOT): From our perspective, the purpose of collecting the data on accident location is so that municipalities and other transportation planning entities are aware if there are particular areas where accidents are occurring more frequently with the goal of reducing the number of accidents if possible. There is no concern on our end about liability but I am happy to discuss further offline!
katherine.lubitz@mass.gov



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