Autonomous Vehicles

Legislative & Policy Considerations: A Regional Perspective

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In May 2017, the MAPC Executive Committee adopted legislative and policy considerations to encourage the safe, sustainable, and equitable accommodation of autonomous vehicles.

Maximize benefits, minimize risks
LEGISLATIVE CONSIDERATIONS

1. Data Collection and Data Sharing
2. Potential Changes to Municipal and State Revenue
3. Public Infrastructure
4. Safety and Consistency
5. Shared-Use Mobility Model
6. Speed Limits
7. Testing Activities
8. Vehicle Miles Traveled (VMT)
9. Zero Emissions Vehicles (ZEV)
POLICY CONSIDERATIONS

1. Autonomous Delivery of Goods
2. Education
3. Equity
4. Land Use
5. Long Range Goals
6. Long Range Planning and Modeling
7. Parking
8. Public Transportation
9. Track & Monitor Federal & State Developments
10. Transition Period
11. Truck Freight and Delivery Systems
12. Workforce Impacts
**OPPORTUNITY: More & better information about travel needs and transportation system**

- Traffic management and operations
- Integrated trip planning applications
- Improved travel models and forecasts
- Performance measurement (equity, sustainability)

**Data Collection and Data Sharing**

- Standardized system for **data collection, storage, analysis, & dissemination** of info about vehicle occupancy, travel times, and shared vs non-shared service.
- Robust policies to ensure **data privacy and security** for owners and passengers.
Potential Changes to Municipal and State Revenue

MAPC encourages local and state governments to develop an economic planning framework that identifies potential impacts of autonomous vehicles and identifies new approaches to transportation system user fees.
OPPORTUNITY: Faster transition to more sustainable technology

- New class of vehicles
- Trip types and conditions amenable to electric vehicles
- No one to fill the gas tank!

Zero Emissions Vehicles (ZEV)

Develop policies that maximize the number of zero-emission autonomous vehicles incentivize their use.
POTENTIAL RISK: Ease of travel triggers “Sprawl 2.0”

- Reduced disincentive for long commutes
- Increased development pressure in remote areas
- Infrastructure and public service demands
- Increased VMT, congestion, GHG emissions

Shared-Use Mobility Model

Promote & incentivize shared-use mobility models, incentives for shared rides or shared ownership of autonomous vehicles, and integration with public transportation (e.g., first mile/last mile); discourage private car ownership as well as vehicles operating without passengers.