Vehicle Code 2050: The Legal Landscape in an Automated Future

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PA AV Task Force & Legislative Efforts

- **Task Force** - develop testing policy recommendations in anticipation of legislation.

- **SB 427** – Comprehensive testing Legislation pending

- **HB 1958** – Authorizes use of automated work zone AVs by PennDOT and the PA Turnpike & Platooning

- **PA Interim Polices For Safety Oversight**
Who (or What) is the Driver?

• Current PA law: PennDOT's view - legal, but limited.

• Under existing Pennsylvania law, the driver is “a person who drives or is in actual physical control of a vehicle.”

– PennDOT considers this person to be a “natural” person.

– But in HAVs, there are two potential drivers – the operator and the ADS.

• General understanding: ADS is the driver when engaged and performing the dynamic driving task for the vehicle.

• Level 3 HAV with driver/operator at wheel is ok; Level 4 or 5 w/o operator — ???
ISSUE: Who (or What) is the Driver?

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- Under existing Pennsylvania law, the driver is “a person who drives or is in actual physical control of a vehicle.”
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- But in HAVs, ADS is the driver when engaged and performing the *dynamic driving task* for the vehicle.
Where do we go from here?

- We've done this before
- Horse to train to car . . .
- Trains in early 1800’s; Cars in late 1800’s
Automated Vehicles will bring so many benefits and so many disruptions "it's not just a transportation issue, it's an everything issue." Are we being too narrow-minded in thinking only about what do our vehicle laws look like? Do we need to radically rethink oversight and vehicle laws? Can we live with fine tuning or do we need wholesale changes?
Automated Vehicles will bring so many benefits and so many disruptions “it's not just a transportation issue, it's an everything issue.”

- Do we need interim laws to govern period of AV integration into the existing stream of traffic with “regular” vehicles, cyclists, pedestrians? And to govern those other users so that they do not “game” the AV system?

- Can we live with fine tuning or do we need wholesale changes? Or radically rethink oversight and vehicle laws?
Ownership & Shared Use

Vehicle Codes and other laws focus on the owner of a vehicle and that owner's responsibilities.

- What does a Vehicle Code look like when if automated vehicles are not individually owned but the majority are shared fleets?

- What about automated vehicles as a “last mile” connection or a Transit supplement? Traditional Vehicle Code oversight; transit system oversight, hybrid?
Ownership & Shared Use

- One primary focus of a Vehicle Code is the owner of a vehicle and that owner’s responsibilities.

  - What does a Vehicle Code look like if automated vehicles are not individually owned but the majority are shared fleets?

  - What about automated vehicles as a “last mile” connection or a Transit supplement? Traditional Vehicle Code oversight; transit system oversight, hybrid?
Land Use

- Vehicle Codes deal with the lawful and safe operation of vehicles, and ensure owner and operator compliance with laws and insurance requirements.

  - *How will Vehicle Code changes affect land use issues that are traditionally the province of local government?*
Vehicle Code 2050 – Even more issues . . .

• Safety Inspections – beyond mechanical?

• Driving Test/License

• Traffic Stops – Practicality/Fines
Questions and Answers