

POLICY PRIMER

AN AUTONOMOUS VEHICLE FUTURE, IF WE ALLOW IT

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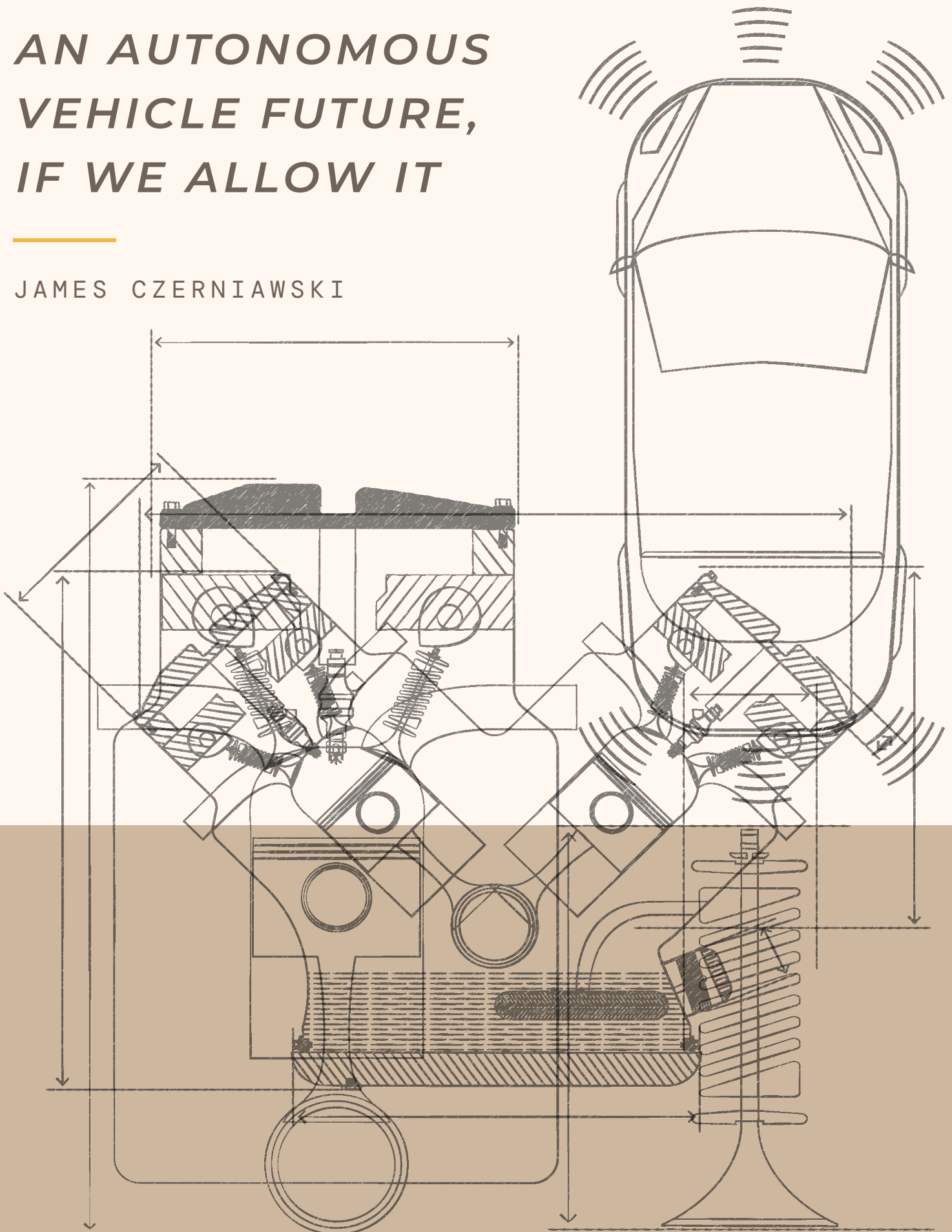


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Introduction

The movement of goods and people is a tale as old as time. Over the course of history, consumers have used a variety of means to transport goods and people from place to place, from horse to boat to car to plane. All these iterations have improved the speed, safety, and accessibility of transportation options to consumers.

Autonomous Vehicles (AVs) represent the next great chapter in America's transportation story. While AVs continue to improve thanks to pilot tests and full commercial deployment in numerous cities, the technology faces an increasingly hostile and complex regulatory environment. An overview of active proposals aimed at limiting autonomous vehicles reveals that entrenched interests are working overtime to protect their market position, often at the expense of public safety gains and consumer welfare.

Autonomous vehicles don't represent a ban on drivers who love to drive, nor are they a threat to the commuter who prefers the bus. The downtown native who prefers to hail a yellow taxi out of habit should always be free to make that choice in a competitive transportation market composed of cabs, ride-sharing, e-scooters, and AVs.

This primer will review the current state of AV technology and its benefits to U.S. consumers, and make policy recommendations that lawmakers can consider as they examine this emerging policy area. The ultimate goal must be to strike a proper balance between consumer protection and advancing innovation.

The Status of Autonomous Vehicles in America Today

In the media and within state capitols, the subject of autonomous vehicles is still discussed like something out of a sci-fi film set in a distant future. It's already here, and we've been living in that future for quite some time—depending on your zip code.

Companies like [Waymo](#), [Zoox](#), and [Tesla](#) are operating autonomous ride-hailing services across major American cities, including San Francisco, Phoenix, Los Angeles, Austin, Miami, Las Vegas, Atlanta, and Charlotte. Aurora, a [leading](#) autonomous trucking firm working to improve freight transportation, logged 250,000 driverless miles with a perfect safety record as of January 2026. [Starship Technologies](#), which builds autonomous delivery robots, surpassed 10 million

deliveries in March 2026—completely reshaping “last-mile logistics,” where costs are often highest before being passed on to the consumer.

That kind of track record is what engineers call Level 4 automation—a vehicle capable of handling the full driving task within a defined environment, with no human ever expected to take the wheel.

San Francisco, Phoenix, Los Angeles, Austin, and Atlanta are among the most familiar U.S. cities for Level 4 automation. In those cities, robotaxis run every day with no one behind the wheel, navigating construction zones, reading pedestrian behavior, and yielding to emergency vehicles in real time. Waymo [alone](#) has logged more than 220 million autonomous miles. Amazon’s [Zoox](#) recently surpassed 2 million miles, drawing particular [attention](#) for its Las Vegas rollout.

How Consumers Win With AVs

Road Safety

The status quo is 40,000 automotive deaths occurring each year on American roads. According to the [National Highway Traffic Safety Administration \(NHTSA\)](#), human error accounts for the overwhelming majority of traffic accidents.

Wrigley Field, which hosts the Chicago Cubs, has 41,649 seats. You’re talking about a full stadium emptied by the end of each year. American roads produce an equal death toll to U.S. [losses](#) in the Vietnam War every 18 months.

AVs do not pose the same degree of risk. They do not drive drunk, they don’t engage in distracted driving, and they have sensors coupled with 360-degree vision of their surroundings that work at all times, night and day. Data from [Waymo](#) shows that in the millions of miles their cars have driven, there have been:

- 94% fewer serious injuries or worse crashes.
- 82% fewer injury-causing crashes.
- 93% fewer pedestrian crashes with injuries.
- 84% fewer crashes with injury for both cyclists and motorcyclists

At one extreme, there will be those who argue that *all vehicles* should be driverless—as part of a public safety imperative to reach zero annual traffic

deaths. This course would require eliminating choice and human autonomy in travel. The other extreme is to block AVs from the roads because of unfounded fears about driverless vehicles or an effort to protect certain established industries.

Good policy will always look like *more of everything*.

Accommodation

Further integrating AVs into the transportation ecosystem will create new options for people who have historically had difficulty accessing reliable transportation. For example, there are roughly 20 million Americans who have a disability that limits their ability to travel.

As Baby Boomers continue to age, they will face mounting limitations in their ability to drive. For both groups, mobility limitations lead to social isolation, reducing opportunities to work, play, and engage in meaningful activities that help maintain good physical and mental health. Access to AVs is, for many, an opportunity to reclaim personal agency and to reintegrate into their communities with ease.

Affordability

There have been many conversations across the U.S. about the affordability of goods and services, and cars are no exception. Car ownership is a significant financial burden on households, costing [thousands of dollars](#) annually between financing, depreciation, insurance, and auto maintenance.

While AVs are still relatively new, as they expand and become increasingly integrated into the transportation ecosystem, costs can continue to fall, making them an attractive alternative to car ownership for consumers. As [Gary Winslett](#) points out, AVs can be part of the solution to combat rising costs. Even owning a used car can set a family back \$6,000 - \$8,000 a year. An AV is a mobile asset, reducing the need for multiple cars. It can take one rider to work, and, rather than be a stationary vehicle sitting in a parking lot all day, it can take another family member to a different destination.

Additionally, for seniors, AVs can present a real cost-saving opportunity. Rather than stripping seniors of their keys and forcing them into assisted living homes, which [average](#) over \$5,000 a month, autonomous vehicles can empower older seniors to retain their mobility and their dignity by continuing to live at home, while simultaneously avoiding the significant financial burdens of institutional

care.

The lower accident rate associated with AVs means lower insurance costs for consumers. Fewer accidents mean lower insurance overhead. According to [Goldman Sachs](#), the dramatic reduction in crashes by AVs is projected to cut per-mile insurance costs by more than half by 2040, falling from 50 cents per mile to 23 cents per mile.

In the commercial arena, autonomous vehicles present an opportunity to bolster and optimize supply chains. By operating without the limitations of human hours-of-service, autonomous trucks can compress shipping times by up to 40%, drastically reducing transportation overhead costs and creating disinflationary savings for consumers. One [report](#) suggested that integrating autonomous trucks at an accelerated pace could result in \$9 billion in annual consumer savings, \$70 billion in added gross domestic product, and as many as 500 lives saved per year by 2035.

Inclusion

One of the largest groups that stands to gain from expanded access to AVs is women. Unfortunately, there are far too many documented instances of women getting harassed, [sexually assaulted](#) (NYT), [raped](#) (NYT), [kidnapped](#) (ABC 7), and even [murdered](#) (ABC) while using ride-sharing platforms. Entire blogs and ride-sharing services exist to offer female passengers and drivers who feel uncomfortable riding with a male stranger.

Autonomous ride-hailing provides a clear alternative for women, particularly when traveling alone or at night. Uber's own safety [reports](#) track sexual-assault incidents reported by riders and drivers—a problem serious enough that Uber introduced a feature letting women riders request women drivers. Autonomous vehicles solve the underlying issue instead of routing around it: with no driver in the car, there's no one to make an unwanted comment, escalate a situation, or exploit the isolation of a late-night ride.

More choices for more people.

Another problem that can be solved by AVs relates to racial discrimination.

Some [research](#) has found that on ride-sharing platforms, African American passengers have experienced longer wait times and higher rates of cancellation, likely due to their names sounding African American. With AVs, biases and reflexive forms of discrimination would presumably be eliminated. As long as the ride is paid for, it will take the customer to their desired destination.

AVs also don't get to have preferences about where you're going—human drivers do. Airport runs are the [classic](#) case. A rideshare driver may resist entering a chaotic pickup zone, such as the airport. Because they might end up driving back to the city with no paying passenger, drivers have every incentive to bail on the fare, and ride-share platforms often let them. The result is passengers waiting longer while the app searches for someone willing to take the trip. An AV doesn't have this incentive. It doesn't mind airport traffic or the empty return drive, and it doesn't get to decide your destination is more trouble than it's worth.

The Challenges Facing AV Policy

Despite quantitative data demonstrating the safety and benefits of AVs, their deployment is already facing stiff resistance. Rarely driven by genuine safety concerns, the obstruction is motivated more by typical rent-seeking behavior by legacy interest groups worried about the disruption of new competition.

AV companies are subjected to a maze of regulatory input. At the federal level, [NHTSA](#) handles vehicle design safety standards, which are in desperate need of updating because the current standards assume a human operator must be in the vehicle. While an AV may not require a human operator, these standards require companies to integrate features like steering wheels and pedals for acceleration and braking into their fleet cars. While the regulator can grant exemptions, the current statutory limitations mean that only [2,500 cars](#) per manufacturer can qualify for such exemptions each year. This creates an arbitrary ceiling on innovators' ability to scale production, thereby lowering consumer costs.

Here's a list of only federal regulators that AV developers have to interact with, to say nothing of the state or local authorities:

- The National Highway Traffic Safety Administration (NHTSA) acts as the primary federal regulator overseeing robotaxi operations.
- The Federal Motor Carrier Safety Administration (FMCSA) mainly regulates commercial vehicles and autonomous trucking.
- The Federal Transit Administration (FTA) is responsible for Transit-System Applications.
- The Federal Highway Administration (FHWA) is relevant to road infrastructure and highway policy.
- The Federal Communications Commission (FCC) is mainly responsible for communications and connectivity issues.
- The National Telecommunications and Information Administration (NTIA) is responsible for coordinating communications policy.

Federal oversight of AVs is already split three ways: **passenger vehicles**, **freight**, and **infrastructure use** each fall under different federal rules, and a manufacturer building all three has to satisfy all three regulatory tracks at once—overlapping requirements, overlapping delays.

States add another layer entirely. They've always controlled traffic enforcement, registration, and insurance, but what's new is a wave of state proposals that seek to use these historical powers to restrict the future.

Billboard Lawyers

Trial lawyers are a particularly perverse example. This lobby has reviewed the safety numbers and reached an obvious conclusion: a technology this safe poses a threat to their business model, which is a tragedy. Personal injury litigation arising from auto accidents is highly lucrative, and the response has been to push for liability regimes harsh enough to preserve that revenue stream. Washington and California [now](#) require AV developers to carry insurance with minimum limits of \$5 million—5 times the \$1 million standard for traditional ridesharing platforms.

Yes, you read that right.

The safer technology is being asked to have insurance coverage 200x that of the older, less safe mode of transportation.

That's not a proportionate response to risk. Rather, it's economically illiterate: forcing a demonstrably safer product to bear dramatically higher insurance costs than the riskier one it replaces. The predictable (and intended) result is higher barriers to entry for new competitors, dampened investment, higher prices for consumers, and AV operators pulling out of states that impose it.

As we've established, AVs save lives. Sadly, there is a big business built around the loss of life on American roads. Follow the money.

Annual U.S. auto insurance payouts run somewhere between \$180 and \$220 billion—and every dollar of that pool shrinks as accident rates fall. Trial lawyers aren't fighting AVs because they're dangerous. They're fighting them because they work. To borrow a phrase from Senator Bernie Sanders, this lobby is putting its "profits over people," pushing for outcomes that keep consumers at greater risk.

Unions

Additionally, labor [unions](#) and transportation unions are attempting to impose requirements on AVs that would eliminate the benefits of deploying them. Whether it is by turbocharging municipalities to clamp down on AVs or [requiring human operators](#) in AVs regardless of their automation level, the unions are actively engaged in a coordinated effort to stop the rollout of this technology.

Statehouse Power Moves

[New Jersey](#) is considering legislation to establish a 3-year pilot program, which is a good idea. However, the legislation would impose hardware mandates that effectively cut off Tesla's robotaxis, which run on cameras and computer vision rather than the lidar and radar the bill requires. It would also impose a \$5 million insurance requirement on AV developers. And in an [amendment](#) pushed by Uber—a ride-hailing company with an obvious interest in slowing driverless competition—85% of passenger rides would have to remain human-driven. In practice, that provision doesn't regulate AVs. It locks out Waymo, Tesla, and Zoox from the New Jersey market entirely.

[Minnesota](#) is considering an AV regulatory framework that would combine multiple bad ideas. It would force AV developers to obtain \$10 million in liability coverage, empower counties and municipalities to impose further restrictions and fees, impose costly review processes beyond normal expectations, and establish an overly burdensome permitting process, thereby empowering unaccountable bureaucrats with subjective authority over AV developers. This takes the patchwork of state requirements and multiplies it tenfold when you account for the large number of cities and counties in each state.

None of these requirements advance the health, safety, and financial well-being of consumers, but they will result in a slowdown, if not the outright abandonment, of AV deployment in Minnesota.

California's state legislature has long been the laboratory for regulatory overreach, and its handling of autonomous vehicles is no exception. In 2024, the state considered [SB 915](#), which would've granted cities both a veto and regulatory authority over AVs. At the same time, the legislature passed [AB 2286](#), which would have mandated that any autonomous vehicles over 10,000 pounds have a physical human safety operator. This requirement would also apply to all last-mile delivery vans.

Thankfully, Governor Newsom has recognized the flaws in this proposal and correctly vetoed the legislation. Not to be deterred, though, [AB 33](#) was introduced during the 2025-2026 legislative session to bar autonomous vehicles from delivering goods to consumers and businesses without a human operator.

Not every state is bad when it comes to AV policy. In 2017, Texas [recognized](#) the need for uniform rules within the state and passed [SB 2205](#), a friendly policy allowing pre-authorized autonomous vehicles to operate under a singular statewide legislation. It prevents cities from imposing additional red tape at the municipal level, which, in this case, is primarily responsible for managing routine local issues such as curb space and pickup zones. Texas has also brought together government agencies and industry to coordinate AV policy through a local task force.

In **Arizona** in 2015, Governor Doug Ducey signed an [executive order](#) directing various agencies to “undertake any necessary steps to support the testing and operation of self-driving vehicles on public roads within Arizona.” He also called for the creation of pilot programs at selected universities and established a Self-Driving Vehicle Oversight Committee within the governor’s office. In 2018, Governor Ducey went further with [Executive Orders 2018-04](#) and [2018-09](#). These actions include mandates to keep the state technologically up to date, including advancements toward fully autonomous vehicles. It also required all automated driving systems to comply with all federal and state safety standards and established an Institute of Automated Mobility in the state. The state legislature passed [HB 2813](#), which codified Executive Order 2018-04.

Because each state can have its own rules, this creates a hard geofenced border that limits AVs’ ability to maximize their value, since they won’t cross a border where the technology would be deemed illegal or noncompliant with a neighboring state’s operational mandates. AVs that stop at statelines present an obvious logistical problem for both shipping and tourism.

Federal-state friction is a unique challenge in itself, but it gets even crazier when you layer in municipal concerns. In **Boston**, City Councilors Erin Murphy and Henry Santana [proposed](#) an ordinance that would effectively ban autonomous vehicles from transporting people or goods until an advisory board completes a lengthy review process. Even if the review gives the go-ahead for AVs, the ordinance states that no AV can operate without a physical human present to monitor performance and potentially take manual control. It also creates a supposedly “independent” economic impact study to measure potential workforce displacement for both rideshare and traditional commercial drivers.

Washington, D.C.'s [proposed](#) AV framework reads like a checklist built to appease every objection at once: 250,000 miles of testing, a \$6 million fee for a three-year permit, \$5 million in insurance, a citywide cap of 200 vehicles, a per-mile tax, and a stack of paperwork on top. It still wasn't enough—a further [amendment](#) would mandate a hybrid network, forcing a fixed share of rides to stay human-driven regardless of what riders want.

Consumers should choose how they get where they're going, not be locked into one business model because that model got there first.

AVs: Fact vs Fiction

To have a full conversation about a policy framework for AVs, we must tackle the rhetoric of special interests that seek to weaponize falsehoods against their deployment. Here are three common claims employed by anti-AV voices:

The Safety Argument

Far too often, anti-AV proponents argue against AVs on safety grounds, suggesting that a human touch is necessary to do the job. They might show viral clips of AVs acting up at four-way stops, [honking](#) at each other, or driving around in [circles](#). They may also argue that, because of the dynamic nature of the physical world, there can be conditions under which the car will fail to operate safely. A power outage in San Francisco [confused](#) many AVs on the road that were not sufficiently trained to improvise in that scenario.

The reality couldn't be further from the truth. Millions of miles driven by AVs demonstrate that the technology is doing a terrific job of avoiding incidents. Opponents are essentially committing the Nirvana fallacy, holding AVs to an impossible standard of absolute perfection, one rightfully not applied to the status quo.

Autonomous vehicles will never be crash-free. As our Managing Director, Fred Roeder, [told](#) the EU, errors are inevitable—the only question is whether they occur less often than with human drivers. By the data, they already do. AVs can meaningfully improve a transportation system that kills roughly tens of thousands of Americans a year. That's not an abstraction lawmakers can regulate around indefinitely—it's a choice that may save a consumer's life, or their family's, and it shouldn't be taken off the table.

AVs Impact on Jobs

As we've noted, many labor unions and politicians are worried about job displacement that could result from integrating AVs into their communities. Right-wing commentator [Tucker Carlson](#) notably opposed autonomous trucking in a podcast interview, saying if he were President, he would outlaw AVs for trucking to preserve jobs—and “make up some pretext for public consumption like *oh they're dangerous*.” In other words, lie to maintain the status quo.

This argument treats AVs and their potential disruption as a cataclysmic event where jobs and household incomes are wiped out overnight. It incorrectly assumes that leveraging this technology results only in job losses. Technological disruption doesn't happen overnight—it takes years, and the labor market has time to adjust. When we think of cars, there was an outcry over their replacing horse-drawn carriages, yet today it would be wild to imagine life without them.

AVs have the potential to shift (not eliminate) labor toward higher-value work. Fleet operations need assistance technicians, maintenance specialists, and mapping analysts; a single Waymo [depot](#) in San Francisco employs dozens of full-time staff just to keep the fleet running. As deployment expands to more cities, so will that employment base—and some of the [jobs](#) this technology creates haven't been invented yet.

The fear that AVs will gut the human rideshare workforce also assumes something that was never quite true: that rideshare driving was a stable job to begin with. Uber never marketed itself as a taxi driver replacement—it marketed itself as a flexible supplemental income for people already living their lives: parents, students, and people with other jobs. Some drivers do rely on it as primary income, but the platform's own churn numbers tell the real story. **Only 41% of drivers who started with Uber between July and September 2025 were still driving six months later.** That's not a stable profession being disrupted. It's a transient labor pool that was already turning over on its own.

Human-driven Uber rides haven't disappeared in the cities where Waymo operates—if anything, Uber has responded to AVs with *partnership* rather than *retreat*. In **Austin** and **Atlanta**, a rider who opens the Uber app might be matched with a Waymo vehicle or a human driver for the same trip category. Uber's original partnership announcement folded Waymo into existing categories (UberX, Uber Green, Uber Comfort, Uber Comfort Electric) rather than launching AVs as a separate product.

The two models aren't replacing each other. They're running side by side within

the same app to serve consumers' varied transportation preferences.

Are Autonomous Vehicles Even Needed?

While the benefits of AVs are strong, it hasn't translated into broad consumer trust. Recent polling found that just one in four consumers over the age of 18 would be "[comfortable](#)" riding in a fully autonomous vehicle. That is not surprising by any stretch, as people naturally express caution about unfamiliar technology or experiences. That is a tale as old as time, and a problem that many new technologies and services have faced, whether during the era when online banking became more prevalent or with ridesharing platforms when they first took off. Proponents of the status quo leverage this fear of the unknown to turn consumers and lawmakers against AVs.

Exposure and familiarity shift consumer sentiment toward AVs in the majority of cases.

In San Francisco, one [poll](#) found that support for the technology rose from 44% to 67% in two years after adoption in the city. A 2025 Consumer Trends [survey](#) of 3,000+ consumers found that among people aware of services like Waymo, 13% had already taken a ride, and among those riders, 89% said they'd ride again.

An Autonomous Policy Roadmap for AVs

To prevent further regulatory balkanization and ensure that American consumers have access to and benefit from the next generation of transportation technologies, here are some policy proposals that federal and state lawmakers can consider to advance the development and deployment of AV technology.

Modernizing Vehicle Standards and Expanding Exemption Caps

NHTSA needs to finalize comprehensive revisions to vehicle safety standards that were written for cars with drivers; standards that still mandate steering wheels and pedals in vehicles that will one day have neither. Every mandated component a driverless car doesn't need is a cost passed straight to the consumer.

Congress should also lift the current cap on exemptions. At 2,500 vehicles per manufacturer, the limit keeps AV production locked at the prototype scale,

nowhere near the volume needed to bring per-unit costs down. Our position is that there should be no cap at all, but at a minimum, Congress should raise it to 75,000. That's the difference between a fleet of demonstration vehicles and a fleet that can actually achieve mass-production economics—savings that flow directly to consumers as lower ride costs.

States Should Implement Permissive and Uniform Rules

States, not cities and counties, should set the rules in areas they've traditionally regulated. Legislatures should follow Texas's lead and establish uniform statewide standards rather than leaving AV policy to a patchwork of local ordinances. Vehicle design standards are a separate matter; those belong with the federal government via the [NHTSA](#) and its Federal Motor Vehicle Safety Standards (FMVSS), and states shouldn't try to legislate their own. States should also follow Arizona's example and create a dedicated Institute of Automated Mobility—a standing resource that actually understands the technology before lawmakers are asked to regulate it. That matters because the instinct to crack down on unfamiliar technology usually stems from a lack of understanding. Arizona chose curiosity over fear, and it shows: a state that studies AVs before legislating them makes better law than one reacting to headlines.

Counties and municipalities have a narrower, but legitimate role: clarifying that existing traffic laws apply to AVs and that an AV can be ticketed for a violation, just like a human driver. What they shouldn't be allowed to do is layer on additional fees or special permits just to operate within their borders.

Leveraging Regulatory Sandboxes

One of the chief challenges previously discussed is that some opponents of AVs cite the lack of need, given the lack of trust. However, as San Francisco demonstrated, increased exposure can lead to greater trust. That is where Regulatory Sandboxes can come into play. They serve as a controlled environment that allows technology to be deployed for a period to collect data and narrowly tailor rules to account for actual risks rather than perceived ones.

Utah has been a national leader in *regulatory sandboxes*, controlled environments for testing new industries across fintech, legal services, and AI. The insight behind them is simple: letting consumers interact with a new technology under supervision creates a feedback loop among consumers, the businesses serving them, and the regulators overseeing them, and that loop is how good rules actually get written. If a state doesn't understand what a

technology is trying to do, it creates an inherent adversarial relationship between regulators and businesses. Sandboxes allow states to have controlled rollouts of the technology, which can help improve consumer confidence and trust in this emerging technology. Rather than subjecting AV developers to the highly unpredictable nature of the tort system, regulatory sandboxes could also be leveraged to experiment with insurance formats.

Utah and **Kentucky** already have dedicated insurance regulatory sandboxes, and such a program could be leveraged to have a data-driven experiment of a format the **United Kingdom** [implemented](#) under its Automated and Electric Vehicles Act of 2018, which simply mandated that the car be insured, regardless of who was driving the vehicle, which Alex Tabarrok covered in [Marginal Revolution](#). The procedure allows victims to be paid quickly and creates a more dynamic environment for ensuring safe cars are on the road, rather than subjecting developers and victims to the cumbersome, lengthy process of the current tort litigation system.

Neutral Method Liability and Fee Frameworks

The purpose of liability is to create a system under which an individual who has been harmed has a legal avenue to getting restitution for any harm that has been done to them. It makes sense that businesses should have insurance against those instances to protect themselves. States should avoid imposing special insurance requirements on a technology when the data to date on its performance demonstrate better safety than its human counterparts. This technology can play a role in saving lives, and while expecting a business to have insurance is not an unreasonable request, it's ludicrous to impose a special liability framework for offering the same service, such as ride-hailing or transportation of goods via a different method. The expectations and obligations placed on firms in a given industry should be uniform. The same notion applies to fees. Counties and Municipalities should not treat emerging technology as a piggy bank to fill their coffers, only to lose it to fraud, waste, and abuse. Imposing those costs ultimately gets passed down to their constituents, the consumer, and undermines the long-term process of acceptance and adoption of the new technology. As with liability frameworks, any fees and existing permits that apply to other industry players should also apply to an AV deployer.

An Autonomous Vehicle Future, If We Allow It

For over a century, innovation has played a critical role in the movement of goods and people here in America. Each subsequent generation has integrated features (better-positioned airbags, crumple-zone technology to protect the driver and passengers, and utility-enhancing features like Apple CarPlay and Android Auto) aimed at improving safety and empowering consumers with greater freedom in travel.

The case for autonomous vehicles is strong enough that this can no longer sit at the margins of policy conversations. The technology isn't coming—it's already here. Americans are riding in AVs, receiving deliveries from them, and benefiting from the access right now, in a handful of cities, while the rest of the country waits on regulators who are still treating this as a hypothetical. Public policy must catch up and accelerate access rather than stand in the way.

AVs offer a future of safer roads and smoother travel. A future where seniors and people with disabilities can benefit from increased independence—one where our supply chains can be more resilient, lowering the cost of transportation. It's a future where America's status as a leader in emerging technologies and advanced manufacturing is ensured.

The current regulatory landscape undermines the realization of that future, delaying millions of Americans from accessing those benefits due to an outdated mindset and fragmented policymaking.

Congress has a chance to restart a conversation that's been [stalled](#) since 2017, when the AV START Act and SELF DRIVE Act both died before reaching the finish line. A decade later, there remains a clear need for national leadership to modernize outdated laws and establish a governance regime that empowers the development and deployment of AVs. By extension, States have the opportunity to embrace innovation on AVs and create a permissive environment that serves consumers' interests. Everyone should be able to find the ride that fits their needs and choose it freely.

About the Authors

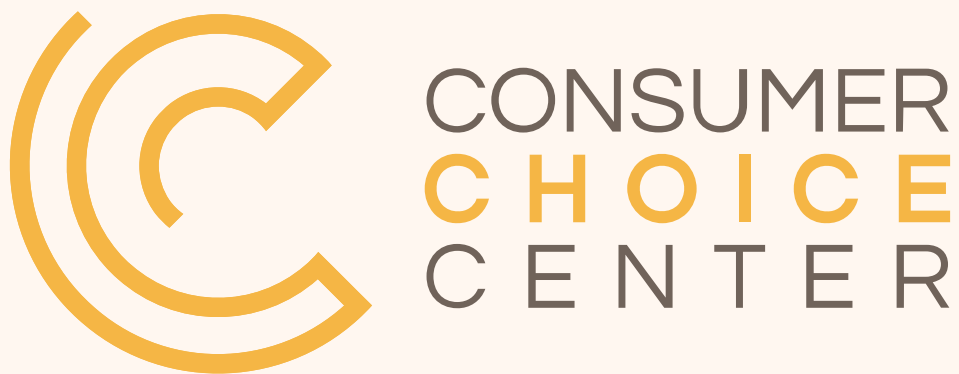


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