

March 16, 2017

The Honorable Randy L. Baumgardner
Chairman
Senate Transportation Committee
Colorado General Assembly
200 E Colfax Avenue
Denver, Colorado 80203

SUBJECT: SENATE BILL 213 – AUTHORIZATION FOR AUTOMATED DRIVING SYSTEMS

Dear Senator Baumgardner:

Global Automakers, www.globalautomakers.org, represents the U.S. operations of international motor vehicle manufacturers, original equipment suppliers, and other automotive-related trade associations. We work with industry leaders, legislators, regulators, and other stakeholders in the United States. Our goal is to create public policy that improves motor vehicle safety, encourages technological innovation and protects our planet. **In 2015, our members manufactured 49% of all new motor vehicles and 72% of green technology vehicles sold in Colorado.** Our members have made, and continue to make, substantial investments in research and development on automated vehicle (AV) technologies

Our Position

Global Automakers is supportive of efforts made by states to remove barriers to testing and deployment of automated vehicle technology. States should approach this issue very carefully in order to avoid doing more harm than good. We believe the best approach is to be thoughtful: identify potential impediments in the statute and fix them. We encourage Colorado policymakers to continue to work to identify any potential barriers to testing and deployment of automated vehicles. If any actual impediments exist, the state should then seek ways to remove those barriers.

Advancing Vehicle Automation Requires the Right Public Policy

Vehicle automation promises to deliver tremendous societal and lifesaving benefits. Therefore, public policy should foster and support this technology, and not hinder it. Any regulatory framework regarding automated vehicles should have two components: it should be (1) **flexible**, and (2) **national in scope**.

How Colorado Can Play a Role in Advancing Automated Vehicle Technology

Other states have refrained from enacting such laws, recognizing that complex rules and requirements could have the unintended consequences. Ohio, for example, has demonstrated how to promote autonomous vehicle testing without the need to enact new laws or rules. The city of Columbus was selected as the first “Smart City Challenge” grant recipient, becoming the first fully integrated connected transportation network in the nation. In addition, Governor Kasich has designated a stretch of US-33 as

an innovation corridor and committed state resources to accelerate testing. Finally, Ohio established the “Smart Belt Coalition,” working across state borders to support research and development of automated and connected vehicle technology.

Colorado can play a similar leadership role without enacting legislation by **(a) identifying any specific impediments or barriers to testing or operation that exist currently in statute, (b) convening key stakeholders and innovators to leverage resources and share best practices, and (c) collaborating with neighboring states to support regional efforts to advance automated vehicle technology while at the same time ensuring a national framework for automated vehicle policy.**

Sincerely,



Josh Fisher
Manager
State Government Affairs