



COMMONWEALTH of VIRGINIA

AUTONOMOUS DRIVING WORK GROUP

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Autonomous Driving Workgroup

[2025 Va. Acts ch. 498 \(HB2627\)](#) & [2026 Va. Acts ch. 738 \(HB1124\)](#)

May 22, 2026 Meeting

Minutes – DRAFT

Meeting date, time, and location:

Friday, May 22, 2026, 1 pm

VDOT Lockwood Auditorium, 9120 Lockwood Blvd, Mechanicsville, VA 23116

Workgroup convened by:

Deputy Secretary of Transportation Laura Schewel

Workgroup members present:

Senator Lamont Bagby

Senator J.D. “Danny” Diggs

Delegate Jackie Hope Glass

Virginia State Police (Major Greg Mathias)

Virginia Department of Motor Vehicles

(Assistant Commissioner Patrick Harrison)

Virginia Department of Transportation

(Assistant State Traffic Operations Engineer Mena Lockwood)

Workgroup members absent:

Senator Kannan Srinivasan

Delegate Briana Sewell

Delegate David Reid

Delegate Terry Austin

Delegate Jason Ballard

Summary:

This was the Work Group’s second meeting of 2026.

A range of stakeholders were present, including many of the representatives present at the April meeting. There is no known, complete list of attendees.

The meeting began with opening remarks by Deputy Secretary Schewel.

Because only 5 members were present at the outset of the meeting, administrative matters were passed by temporarily, and the meeting proceeded to the following:

Introduction of labor & workforce impact consultants and plans <i>Office of the Secretary of Transportation & Knowledge Advisory Group</i>

A brief presentation was given by Trina Willard, founder of Knowledge Advisory Group, which has been engaged to assist the workgroup with its additional 2026 charge to look at labor & workforce impacts. Ms. Willard introduced the company, provided some background on its experience and work, and gave an overview of the scope of work and intended elements of its approach, which will include interviews and a stakeholders roundtable.

Questions primarily concerned how to be involved or engaged in the work. Given the quick work timeline required by the legislation that added this to the workgroup’s scope, everyone interested in being interviewed was encouraged to reach out to Ms. Willard as soon as possible. Her contact information is in the presentation.

The meeting then progressed to the following presentation and subject:

State Domain Issue Discussion <i>facilitated by VTTI and workgroup</i>

Dr. Tammy Trimble of VTTI gave a presentation that covered topics expected to be significant and within the state government’s domain of responsibility (as opposed to the federal domain). A handout included in the meeting packet also discusses other relevant topics beyond those addressed in the presentation.

Regarding use cases in other states, attendees discussed what it means to say that there is autonomous vehicle (AV) activity in a state, and the various steps that may be needed after a bill is passed to modify the laws to allow AVs. (Such steps may include applying for and issuing permits, testing, and limited deployment / testing before widespread commercial deployment.) Although there may be 26 states that allow AVs,

commercial deployment of transportation network company (TNC) or ride-share uses is likely active in only about half of those states. AV companies explained that there are substantial costs and development tasks, such as mapping, before commercial deployment. AVs are likely to emerge (at least initially) in areas that have a sufficiently robust market and can support a reliable network, such as Arlington and Alexandria, not rural areas. (Waymo noted that it has begun mapping, using human-driven vehicles, in those Northern Virginia areas. Tesla also noted that it has been mapping in Virginia with its vehicles already.) With respect to heavy duty trucking, there are only a small number of vehicles deployed nationwide, and they are deployed in limited corridors and scope.

Other subjects discussed included the permitting process and criteria, AV safety certification, and requirements for fallback-ready test operators. Other states often have both self-certification and other permitting (or testing) processes and criteria to address and verify capabilities.

Delegate Glass expressed hope that the report would provide a matrix of policy decisions and address which criteria should be legislative or regulatory.

Administrative matters / approvals
Joshua Heslinga, VDOT

A quorum having been achieved early during the VTTI presentation & discussion, Senator Bagby requested that the workgroup address the two administrative matters, so the workgroup paused the subject matter discussion and did so:

- *Minutes*: Staff noted, with apology, that a correction was needed in the draft minutes with respect to an extra letter in Delegate Sewell's first name. There were no other changes. The six present members voted unanimously to approve the draft minutes of the April 24 meeting (included in the meeting packet), with that edit.
- *Remote participation policy*: Staff introduced the remote/electronic participation policy (included in the meeting packet), which is intended to allow remote participation by members to the full extent permitted by law. The six present members voted unanimously to adopt that policy. In response to a question, staff noted that the technology setup for this meeting did not allow remote participation by members, so the policy could not be put to use during this meeting.

State Domain Issue Discussion, continued

The VTTI presentation and discussion then resumed, addressing the following additional topics: taxes and fees for AVs and TNCs, how to encourage AV depots to

locate in the Commonwealth, and the revenue realized by different entities and persons with AVs and with human-driven ride sharing.

Upon conclusion of the presentation, VTTI requested that stakeholders provide additional input and feedback as soon as practicable, whether on the subjects highlighted in the presentation or on other subjects found in the meeting handout.

Delegate Glass noted a desire to coordinate with other jurisdictions, especially regionally, regarding subjects. Ms. Lockwood noted that there have been staff-level discussions between jurisdictions, as well as consideration of convening a discussion through the Metropolitan Washington Council of Governments (MWCOG), given the need to have compatible interjurisdictional rules in that area in particular.

Michael Cooper of MWAA asked that industry coordinate with airport representatives about autonomous vehicles and airports.

At the point of the public comment period in the agenda, there was no public comment.

Deputy Secretary Schewel concluded the meeting at approximately 2:14 pm.

The meeting was streamed live (for viewing only, not remote participation) on [YouTube.com/@VDOTLIVE](https://www.youtube.com/@VDOTLIVE), and [a recording may be viewed there](#) for complete information regarding the discussion and content of the meeting.

The administrative materials were posted with the agenda on May 15, and the presentations and meeting handouts were added on May 21, on the [Commonwealth Calendar page for this meeting](#) and continue to be available to view or download from the “Agenda” link there.

Anyone interested in providing written comments continues to be able to do so at <https://publicinput.com/autonomousdriving>