



COMMONWEALTH of VIRGINIA

AUTONOMOUS DRIVING WORKGROUP

Nicholas Donohue
Secretary of Transportation

1221 East Broad Street
Richmond, Virginia 23219

(804) 786-8032

Autonomous Driving Workgroup

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

August 28, 2026 Meeting

*Location: VDOT Lockwood, Auditorium
9120 Lockwood Blvd, Mechanicsville, VA 23116*

Agenda

1:00 – 1:05 pm	Welcome / Opening remarks <i>Office of the Secretary of Transportation</i>
1:05 – 1:10 pm	Administrative matters / approvals, including: - May 22, July 24, and August 20, 2026 meeting minutes <i>Joshua Heslinga, VDOT</i>
1:10 – 1:40 pm	Labor and workforce impact presentation <i>Knowledge Advisory Group</i>
1:40 – 2:00 pm	Public comment period and any continuing/related discussion <i>(in-person only, sign up at the meeting)</i>
2:00 – 3:00 pm	Workgroup recommendations on legislative options <i>(including discussion and voting)</i>

Notes:

- Information for this meeting is posted on the [Commonwealth Calendar](#) and LIS.
- Will be livestreamed on [YouTube.com/@VDOTLIVE](#) (with video there afterward)
- Past meeting information:
 - Past meeting pages & materials: [April 24, 2026](#), [May 22, 2026](#), [July 24, 2026](#), and [August 20, 2026](#).
 - Past meeting video is available in the [workgroup meetings playlist](#) on [YouTube.com/@VDOTLIVE](#).
- Written comments may be submitted and viewed at <https://publicinput.com/autonomousdriving>
- Direct administrative questions about the meeting to joshua.heslinga@vdot.virginia.gov



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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 <i>Joshua Heslinga, VDOT</i>
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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
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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 (MWCOC), 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>



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July 24, 2026 Meeting

Minutes – DRAFT

Meeting date, time, and location:

Friday, July 24, 2026, 1 pm

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

Workgroup convened by:

Deputy Secretary of Transportation Laura Schewel

Workgroup members present in person:

Delegate David Reid

Senator Lamont Bagby

Senator J.D. “Danny” Diggs

Virginia State Police (Lieutenant Shawn Gobble)

Virginia Department of Motor Vehicles

(Assistant Commissioner Patrick Harrison)

Virginia Department of Transportation

(Assistant State Traffic Operations Engineer Mena Lockwood)

Workgroup members participating or monitoring remotely (in accordance with the workgroup’s electronic participation policy, adopted at the May meeting, from office locations in their districts, due to the distance of more than 60 miles between the member’s residence and the meeting location):

Senator Kannan Srinivasan

Delegate Jackie Hope Glass

Delegate Briana Sewell

Delegate Terry Austin

Delegate Jason Ballard (through his LA)

Summary:

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

The meeting began with opening remarks by Deputy Secretary Schewel. She noted that the labor and workforce consultants conducted a roundtable discussion earlier in the day and that labor and workforce issues would be presented at the August 28 meeting.

Because only 5 members were present at the beginning of the meeting, the workgroup did not vote initially on the May meeting minutes, instead deferring that vote to August.

The meeting proceeded to the following:

Policy options presentation and discussion
(facilitated by VTTI, agency representatives, and Office of the Secretary of Transportation)

See the presentation in the meeting materials (at the Agenda link on the Commonwealth Calendar meeting page) for details about the recommendations and options presented. The workgroup and stakeholders proceeded with presentation and discussion topic by topic in that presentation.

The discussion included the following subjects and remarks:

- Levels of automation, with all of the options and recommendations concerning Level 4 (which defaults to a minimal risk condition on its own, rather than transferring driving to a human driver in the vehicle like level 3).
- Personal vs. commercial use, and clarification that the recommendation is to permit only commercial / non-personal use (which would include fleet vehicles, whether used for ride share, delivery, or other purposes).
- Permit phases and processes for changes to permits and data reporting.
 - Industry representatives voiced concerns about restrictions on their operating autonomy, such as separate state design requirements, limits on use cases, and limits on weight classes.
 - The scope of potential legislation is a developing area. Trucking stakeholders now may wish heavy vehicle classes of AVs to be included.
- What it would entail to successfully complete a pilot permit phase.
 - Industry representatives noted that a certification that AVs will comply with the rules of the road is difficult because rules may interact with each other in variable ways.
 - Industry representatives questioned what thresholds would be used for

phased testing with vehicle miles traveled (VMT) milestones, noting that California's thresholds seemed arbitrary. Deputy Secretary Schewel stated that the desire was to find a minimum meaningful threshold statistically.

- Industry representatives expressed willingness to provide data but expressed a hope that collisions involving AVs but caused by human drivers would not be held against the AV companies.
- The indicators and statistics that would be used to assess safety, which would include but not necessarily be limited to VMTs and crashes. A category of data known as “surrogates” includes things like unplanned disengagements, remote assistance instances, and near misses, although this does not seem to have been explored much in other states.
 - Industry representatives expressed concern about being measured against an “unimpaired” human driver, asserting that was an entirely subjective concept, that humans aren't measured that way, and that it makes an apples-to-apples comparison of AVs to human drivers difficult because humans do not always report things the way technology does.
- Whether pilot testing and performance data could or would be manipulated. Data necessarily comes from the AV companies. There was a desire for the pilot miles to be representative of the applied-for operating design domain (ODD). Industry representatives stated that the dynamic environment of operating on roads makes mileage a better explainer of performance capability than particular testing setups.
- Whether the pilot testing and performance data is audited. Industry representatives stated that NHTSA has the ability to audit and is not shy about exerting its oversight, and also noted their willingness to meet periodically with regulators to review and discuss information.
- What ongoing data reporting would be required and what reported data would be confidential.
 - NHTSA does not require some of the possible options. Industry representatives expressed concerns about a state addressing safety and establishing related requirements beyond NHTSA requirements.
 - The more fields that can be standardized and not require narrative, the easier reporting will be.
 - There are two separate issues: what data must be reported and then how much of it is protected from public release.
- What credentials or qualifications would be required for remote personnel.
 - Note the distinction between remote assistance (which is an AV obtaining a particular determination or bit of guidance from a remote human) and remote operation (which is a person actually driving the AV remotely).
 - Labor representatives noted that different licensing or qualifications is required for different vehicle classes (*e.g.*, a CDL) and expressed views that remote personnel should have qualifications equivalent to drivers, and that

public transit should have a backup human driver.

- When an AV permit could be suspended or revoked (prior to a later hearing and appeal process). Should the only constraints be safety, or should there be discretion that allows the permitting/regulatory authority (expected to be DMV) to consider law enforcement interactions, performance in unusual traffic event scenarios, and other factors?
 - Industry representatives expressed a preference that immediate suspension be tied to safety.
 - It was noted that it is important for businesses to have predictability and also that there be an ability for discussions with the permitting/regulatory authority.
- Determining responsibility/liability when a vehicle has both an automated driving system (ADS) and a human driver in the vehicle.
 - A trial lawyers representative stated that if the ADS is engaged/activated, and there has been negligence, the permit holder should be responsible, and that it should not be incumbent on a person who is injured to need to file suit and do discovery to determine who's responsible for the AV's actions. Discussion between stakeholders ensued.
- How existing types of businesses and related regulations might be adapted to include AVs. There was a desire to use current frameworks and permit structures.

As the scheduled 3 pm end of the meeting approached, the discussion paused for public comment. There was one such comment, from Bradley David Calhoun of Ember Initiatives Community Services and Wellness Solutions, a community-based disability service provider in Richmond area, working with adults with intellectual disabilities. Mr. Calhoun noted that transportation is important to people with disabilities and that AVs can help but only if disability access is incorporated at the beginning. He asked that the workgroup continue to include people with disabilities and providers in discussions and provide more information to them.

When issues discussion resumed, it then included:

- Local authority
 - A member noted that we do not allow localities to regulate transportation network companies (TNCs) or individual drivers. The only category of entity also regulated by localities is taxicabs.
 - A representative of the Metropolitan Washington Airport Authority noted that the prohibition on local regulatory authority is what led to the airports' participation in the workgroup, out of a desire to preserve their authority because most airports are locally operated and should have a carveout from such a prohibition.
- Fees and costs for AV permits and registrations, including whether fees should be charged at the permit level or related to individual AV registrations. What existing or new taxes would apply. Whether AV companies would be required to

register or garage their vehicles in Virginia.

- An industry representative stated that there can be administrative burdens and churn with respect to vehicle registration and expressed a preference that revenue be addressed, reasonably, at the permit level.
- A representative from the Virginia Association of Counties stated that there should be a local law enforcement interaction plan and that AVs should provide some amount of money toward road maintenance.
- Deputy Secretary Schewel noted that there are different levels of relevant costs: (1) the costs to agencies of regulation and implementation (usually addressed during the legislative process under the fiscal impact rubric), (2) costs specific to AVs, such as specialized training for law enforcement, and (3) supporting the transportation system.
- Whether there should be an ongoing body or committee related to AVs, either an interagency workgroup or a full-blown advisory body involving external appointed representatives.
 - Other states have found value in at least having a mechanism or structure for the relevant agencies to address the area on an ongoing basis.
 - This workgroup will end with submission of its report in the fall.

After the presentation and discussion ended, Deputy Secretary Schewel concluded the meeting at approximately 3:41 pm.

There were no votes taken during this meeting.

The meeting was streamed live (for viewing only, not remote participation) on [YouTube.com/@VDOTLIVE](https://www.youtube.com/@VDOTLIVE), and (as with [prior meetings](#)) [a recording of the July 24 meeting](#) may be viewed there for complete information regarding the discussion and content of the meeting.

The agenda was posted on July 17, and the presentation was added on July 22, 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>

The final, currently-scheduled, in-person public meeting will take place on August 28, with information to be made available at [its Commonwealth Calendar meeting page](#).



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August 20, 2026 Virtual Meeting

Minutes – DRAFT

Meeting date, time, and location:

Thursday, August 20, 2026, 3 pm
all virtual meeting (see additional details below)

Workgroup convened by:

Deputy Secretary of Transportation Laura Schewel

Workgroup members present:

Delegate David Reid
Delegate Jackie Hope Glass
Delegate Briana Sewell
Senator J.D. “Danny” Diggs
Virginia State Police (Major Ron Maxey)
Virginia Department of Motor Vehicles
(Assistant Commissioner Patrick Harrison)
Virginia Department of Transportation
(Assistant State Traffic Operations Engineer Mena Lockwood)

Workgroup members absent:

Senator Lamont Bagby
Senator Kannan Srinivasan
Delegate Terry Austin
Delegate Jason Ballard

Attendee Information and Meeting Summary:

This was an all-virtual meeting conducted by electronic communications means, in accordance with FOIA and the remote/electronic participation policy adopted by the Workgroup at [its May 22, 2026 meeting](#). The specific electronic communications means used was a Microsoft Teams Town Hall, accessible via a link posted with the agenda on [this meeting's Commonwealth Calendar page](#). No participation by any member of the Workgroup or the public was disapproved.

The meeting started at approximately 3:01 pm.

When the meeting began, Teams showed approximately 40 attendees. That increased to 59 attendees by 3:14, and there continued to be more than 50 attendees until the meeting concluded.

Teams does not identify attendees unless they use the “raise hand” feature, and only “Ross” (understood by staff at the time to be Ross Grogg of Kemper Consulting, representing Auto Alliance) did so. A few other persons identified themselves when using the Q&A feature; their questions and comments and given identification were repeated audibly during the meeting and appear in the transcript below.

After a welcome from Deputy Secretary Schewel, and in accordance with the posted agenda, the meeting proceeded with the following two presentations, which were given by Dr. Noah Goodall of the Virginia Transportation Research Council (VTRC):

- Automated Driving Systems Safety Approaches
- Update on Recent NHTSA Activities

Copies of the presentations are available online as noted below.

There were pauses for questions and comments from attendees during and after the presentations, but there was no designated public comment period.

There were no votes taken during this meeting.

The meeting concluded after approximately 47 minutes.

Links and Notes

The agenda was posted on August 14, and the presentations were added on August 19, on the [this meeting's Commonwealth Calendar page](#). They continue to be available to view or download from the “Agenda” link there.

The video recording of the meeting has been posted in [the Autonomous Driving Workgroup Meetings playlist](#) at youtube.com/@VDOTLIVE.

The automated transcript generated by Microsoft Teams is below, with limited, post-meeting staff edits shown.

Written comments may be provided at <https://publicinput.com/autonomousdriving>.

The next and final in-person public meeting will take place on August 28, with information to be made available at [its Commonwealth Calendar meeting page](#).



Labor Impacts of Autonomous Vehicles in Virginia

*Feedback from Qualitative Interviews and
Roundtable Discussion*

8/28/26

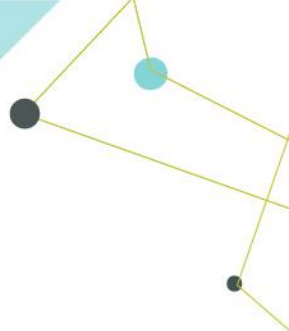
Methodology



QUALITATIVE DATA COLLECTION

- Conducted extensive outreach to invite relevant stakeholder groups to share perspectives on the potential labor impacts of AVs, if legalized in Virginia.
- Participants shared opinions on the potential benefits and concerns associated with AVs, as well as policy suggestions to maximize possible benefits and mitigate potential negative impacts on the labor market.
- KAG completed 24 interviews with representatives from the following stakeholder groups:
 - Rideshare/Ride-hail drivers and companies
 - Commercial truck drivers and trucking businesses
 - Public transit workers and agencies
 - AV manufacturers for passenger vehicles and commercial trucks
- In addition, KAG held a 90-minute roundtable discussion with representatives from 12 organizations to review interview findings and share additional input.

STRUCTURE



Passenger Vehicles / Ride Sharing

- Potential benefits for labor
- Labor concerns
- Mitigation ideas from respondents

Trucking / Commercial Environments

- Potential benefits for labor
- Labor concerns
- Mitigation ideas from respondents

Mass Transit

- Potential benefits for labor
- Labor concerns
- Mitigation ideas from respondents

Summary



PRIMARY FINDINGS

Knowledge Advisory Group (KAG) completed 24 interviews with rideshare/ride-hail, commercial trucking, and public transit stakeholders on the potential labor impacts of legalizing autonomous vehicles (AVs) in Virginia. Twelve organizations also attended a roundtable to discussion to review interview findings and provide suggestions.

- **Timing.** The potential labor impacts of AVs are expected to emerge more quickly for rideshare/ride-hail drivers and commercial truck drivers operating in non-public spaces than for mass transit and commercial truck drivers operating on public roads.
- **Concerns.** Displacement of professional drivers and lost income were the dominant worries across all sectors, alongside lower job quality and uncertain worker transitions.
- **Potential benefits.** Interviewees noted possible positive labor impacts such as new AV-related jobs and career pathways, relief for persistent commercial driver shortages, safer roadways, and expanded mobility access.

SUGGESTIONS

Stakeholders favored a **cautious, worker-centered rollout** entailing the following considerations:

- Incremental deployment based on a hybrid model.
- Transition support, specifically including increased workforce training resources.
- Worker protections, including displacement funding.
- Meaningful labor engagement in planning prior to AV deployment.
- Clear safety and liability rules and standards for AVs.

Labor Impacts for Passenger Vehicles & Rideshare/Ride- Hail Environments

Potential Benefits, Concerns, and
Suggestions from Interviews

POTENTIAL BENEFITS

Overall, interviewees believed there will **not be direct benefits of legalizing autonomous vehicles (AVs) for rideshare and ride-hail workers in Virginia**. However, they noted **several possible benefits for the broader workforce** and economy, including:

- Expanded transportation options for individuals with limited mobility or access to reliable transportation, potentially increasing employment opportunities.
- Creation of new jobs to support the deployment, operation, and maintenance of AV fleets, including future-focused technical and skilled career pathways.
- Increased business growth and economic development by attracting and supporting innovative companies and emerging technologies.
- Improved roadway safety for all travelers, including professional drivers, through the potential reduction of crashes caused by human error.

CONCERNS

Rapid job and income displacement were prevailing concerns of interviewees, suggesting AVs as a threat to several rideshare and ride-hail drivers.

Other concerns raised during the interviews were:

- Role of drivers to train or enable technology that could replace them.
- Forcing human-driven vehicles from the marketplace which would leave fewer options for harder-to-serve populations who require help getting into/out of vehicle.
- Disruption to public transit systems from rapid or unregulated AV deployment competing with transit.

MITIGATION IDEAS FROM INTERVIEWEES

Interviewees favored a **cautious, worker-centered approach in legalization of AVs in Virginia:**

- Deploying AV incrementally while monitoring safety and workforce impacts.
 - Requiring stronger proof of AV safety.
 - Clarifying liability, insurance, and legal responsibility.
- Preserving human-assisted transportation services alongside AV deployment for ADA, medical, and other high-touch services.
- Ensuring workers, employers, and their representatives have meaningful input and transparency regarding policy decisions.
- Establishing safeguards and support for transportation workers, such as:
 - transition support;
 - compensation mechanisms;
 - retraining of impacted workforce, minimum payment standards, and protections for workers in new AV-related roles;
 - broader workforce education / retraining programs.
- Considering the value of driver expertise and data contributions during the transition to AV systems.

Labor Impacts for Trucking and Commercial Environments

Potential Benefits, Concerns, and
Suggestions from Interviews

POTENTIAL BENEFITS



Interviewees identified a **variety of possible benefits**, if AVs are legalized in Virginia, as described below:

- Helping address persistent driver and workforce shortages by supplementing available labor and improving workforce capacity.
- Creating new jobs and career pathways in areas such as vehicle maintenance, engineering, and software development.
- Supporting workforce retention and attraction by modernizing transportation careers and creating technology-focused employment opportunities.
- Allowing workers to focus on higher-value, more complex and human-centered tasks while technology performs routine driving or operational functions.
- Improving working conditions, reducing driver stress, and supporting worker well-being through safety-related driver assistance.

CONCERNS

The primary concern expressed by interviewees entailed potential **displacement of professional drivers and other transportation workers** as autonomous technologies assume driving functions.

Other concerns included:

- Potential decline in job quality related to compensation, benefits, worker protections, or advancement opportunities comparable to displaced driving jobs.
- Worker resistance and transition challenges as employers adapt to changing skill requirements and job responsibilities.
- Risk that the growing demand for specialized staff could further strain existing shortages of qualified technical workers
- Lack of standardized training, credentialing, and workforce development pathways for emerging AV-related occupations.
- Challenges performing non-driving job responsibilities (e.g., customer service, inspections, and freight handling).

MITIGATION IDEAS FROM INTERVIEWEES

Workforce Development & Training

- Expand and fund training, certification, apprenticeship, and credentialing programs for drivers, mechanics, fleet managers, etc.
- Build career pathways into emerging AV roles (e.g., remote assistance, fleet monitoring, maintenance).
- Strengthen partnerships among industry, workforce agencies, higher education, and training providers to prepare workers for AV-related jobs.

Human Oversight

- Maintain meaningful human involvement in AV operations via trained on-board back up and/or remote operators and supervisors.

Protecting Workers During the Transition

- Frame AV adoption as job transformation and adaptation, not replacement, including pathways for current drivers to advance.
- Pair AV deployment with funded commitments to retraining, redeployment, and upskilling.
 - Protect job quality through wages, stability, training, and honoring labor agreements.

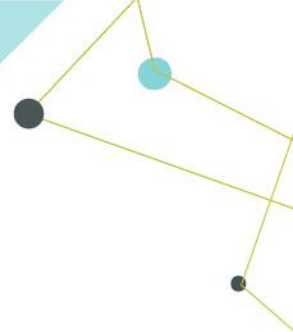
Ongoing monitoring

- Sustain engagement among labor, employers, educators, policymakers, and technology developers to guide workforce planning.
- Conduct ongoing assessment and reporting on workforce impacts as AV deployment scales.

Labor Impacts for Mass Transit

Potential Benefits, Concerns, and
Suggestions from Interviews

POTENTIAL BENEFITS



Interviewees viewed the impacts of potential AV adoption as **distant for their workforce** but did identify some possible benefits, as follows:

- Creation of new workforce pathways related to AV technology, including jobs in technology maintenance, vehicle operations, and AV system support.
- Reduced worker exposure to hazardous tasks by removing personnel from dangerous operating environments.
- Support for difficult, repetitive, or undesirable work activities, allowing staff to focus on other responsibilities (e.g., vehicle repositioning, charging and fueling vehicles).
- Workforce learning and skill-development opportunities through pilot programs, public-private partnerships, and exposure to emerging transportation technologies.

CONCERNS

Concerns of interviewees centered on issues such as **job displacement, workforce transition, and the continued need for human workers**. Specific concerns expressed by interviewees included:

- Long-term job displacement risk for drivers, operators, and other transportation workers.
- Workforce transition challenges, including the need to prepare employees for changing job roles and strategies to support workers with jobs affected by automation.
- Continued need for human workers in transit and municipal services, as many services currently require human judgment and decision-making, passenger assistance and customer service, and on-board staff to address operational and safety needs.

MITIGATION IDEAS FROM INTERVIEWEES



Training and other support for impacted workers

- Integrating workforce development into planning rather than framing as a workforce-reduction strategy.
- Creating and funding training programs, workforce transition pathways, reskilling and upskilling opportunities for existing employees.
- Supporting movement into new AV-related occupations, including roles in technical operations, vehicle maintenance, etc.

Labor engagement in workforce planning and implementation

- Engaging workers early in the AV deployment process to ensure they understand goals and potential impacts.
- Including labor representatives and unions in planning and decision-making.
- Addressing job-security concerns proactively through communication, planning, and transition support.
- Assessing workforce impacts using data and learning from pilot projects.

Roundtable Discussion



Discussion Topics

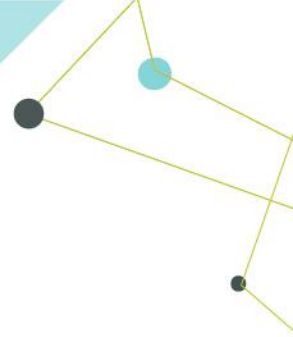
1. If AVs are legalized in Virginia, what would it look like for Virginia to mitigate the impact on professional drivers who may be most impacted?
2. If this transition occurs, what would it look like for Virginia to mitigate the impact on other parts of Virginia's workforce?
3. What might it look like to provide education, training, and development opportunities to the current and future workforce?
4. If AVs are legalized in Virginia, how can the labor benefits described here be amplified or accentuated in practice?
5. Of everything we discussed today, what are your top two action priorities?
6. Do you have any other comments or suggestions regarding labor impacts of AVs in Virginia?

Key Points of Discussion

There was **broad stakeholder support for a hybrid, incremental approach** to AV deployment to minimize potential negative impacts on workers, but less consensus on other issues.

- One core difference in opinion emerged between the AV manufacturing industry's advocacy for driverless deployment and labor's support for human operators and funded transition programs.
- Regarding the potential safety benefits to drivers in the workforce, opinions differed on the thoroughness and credibility of current safety research regarding AVs.
- Driver representatives reject tax breaks for companies that displace workers and suggested the industry pay a surcharge for workforce transition and establish a liability fund.
- There is an open legal question of who bears liability for AV accidents.

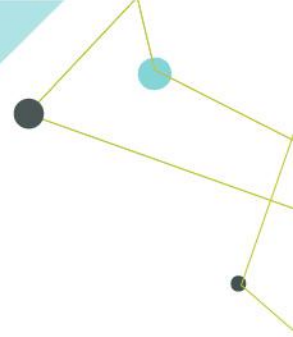
Emphasis on Workforce Transition



Several comments focused on issues related to **workforce transition**.

- Retraining may require full career change, not just role adaptation.
- Rideshare hybrid platform models are shown to stabilize driver earnings where AV-only competition reduced income significantly.
- AV transition strategies implemented in other states, such as Lyft Nashville, should be considered.
- Recognizing that transition jobs will not cover the full driver population, some companies expressed intention to partner with labor on to develop solutions.
- Current workforce development initiatives are already in place such as the VTTI Dock-to-Door Coalition, where industry is co-funding an AV/EV workforce pathways curriculum initiative focused on AV inspection and mechanic-technology roles.
- Worker protections similar to those in existing transit labor contracts for technology transitions could be sought as part of an AV rollout.

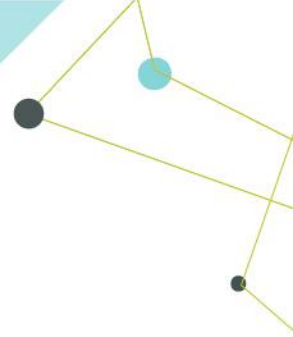
Action Priorities (1 of 2)



Roundtable attendees prioritized the following **desired actions**:

- Define concrete problems Virginia is solving for before legislative action.
- Establish significant test/probationary period before deployment.
- Establish a hybrid AV deployment model in proposed legislation.
- Address border-state regulatory compatibility.
- Fund reliable broadband infrastructure throughout Virginia's localities to support AV deployment.
- Create local jurisdiction opt-out permission structure (e.g., school zones) without requiring state government pre-approval.

Action Priorities (2 of 2)



Roundtable attendees prioritized the following **desired actions**:

- Define issues and establish clear rules separately for long-haul vs. short-haul trucking.
- Highlight and/or expand evidence on safety benefits of removing driver from vehicle.
- Maintain human operator in AVs to ensure safety.
- Increase workforce training and ensure displaced worker programs are fully funded.
- Collaborate with local educators on AV curricula.
- Continue hiring to support AV industry expansion in Virginia.



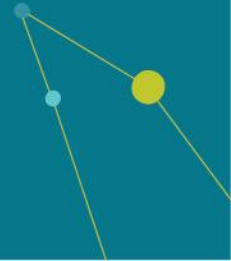
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Virginia Autonomous Driving Working Group – Legislative Options

August 28, 2026

Context

What's in this document?

- During the course of the working group, a number of key decisions were identified. Each decision should be made in legislation (or legislation should require it to be made in administrative process) to responsibly legalize autonomous vehicles (AVs) in Virginia.
- For certain decisions, the staff of the agencies + consultants involved provide a STAFF **Recommendation.**
- For other decisions which we deemed more subjective, staff has laid out two to four **Options** and summarized the key considerations that should weigh into the members' decisions.
- **You will be asked to vote on each item**
 - **For recommendations, the vote will be to adopt the recommendation or not**
 - **Each vote will have the option to “abstain” or to vote for “other” and share your thoughts**
 - **These votes will provide the framework for the draft legislation, which will be written in the coming weeks by staff**
 - **The vote breakdown will be recorded in the Working Group Report**

1. Does the working group recommend moving forward with legislation in 2027?

Options

Options

1) Yes - let's move forward with legislation in 2027

2) No – let's wait

3) Abstain

4) Other

Considerations

- Timeliness of Virginia's participation in the AV market, with its potential economic, safety, and accessibility benefits
- Much still unknown about safety, traffic, and labor implications of AVs
- In future years, federal action may pre-empt some of what is decided in state legislation

2. Vehicles: Levels of automation considered

Recommendation

Options
1) Yes – adopt staff recommendation
2) No – do not adopt
3) Abstain
4) Other

Recommendation:

Legislation should be limited to SAE 4. Level 3 changes, if any, can be handled separately.

- Levels 0-2 have been around for a while; Level 5 is still a ways off
- **For Level 3**, (happening already today) consider adding rules regarding inattentive driving, markings in separate legislation.
- **For Level 4+**, recommend a permitting process and operating rules covering piloting and deployment of AVs in Virginia

3. Vehicles: Personal vs. commercial use

Recommendation

Options
1) Yes – adopt staff recommendation
2) No – do not adopt
3) Abstain
4) Other

- **Recommendation: Limit permits to commercial AV use.** Do not authorize the operation of fully autonomous vehicles for personal use until further testing and deployment of commercial AVs has taken place.
 - **(For clarity - this does not mean banning personal autonomous Level 4+ vehicles. The legislation would remain silent on personally owned vehicles use and personal Level 3 use would continue).**
- Restricting authorization to commercial use mitigates risks through
 - Professional management and maintenance of vehicle fleets
 - Continuous monitoring of vehicle operations
 - Limited scope and area of activity
- Enforcing the restriction will mean issuing permits only to applicants who
 - Have registered with the State Corporation Commission to do business in Virginia and
 - Certify that they will use the permitted AVs exclusively to transport passengers or property in furtherance of a commercial enterprise

4. Permit Phases

Recommendation

Options
1) Yes – adopt staff recommendation
2) No – do not adopt
3) Abstain
4) Other

- **Recommendation: Require a Pilot phase as part of the permit, prior to full deployment. During the pilot phase, the vehicles can operate with an in-vehicle back-up driver and, once thresholds have been met, without a back-up driver to set a baseline of safety performance data.**
 - Lets permittee safely evaluate technology in real-world conditions while agency maintains regulatory oversight.
 - Reduces uncertainty and improves safety by allowing manufacturers and regulators to identify issues prior to full deployment.
 - Special accommodation will be made for “human back up” driver phase for vehicles that are not contemplated to have human-driver equipment

5. Type of vehicles to open permitting process for

Options

Options (these are not mutually exclusive)

1) Light duty trucks and small passenger vehicles (up to 10k lbs, up to 8 passengers)

Supports robotaxis, delivery of small items to individual customers

2) Medium duty trucks and medium passenger vehicles (10-26k lbs, 8-15 passengers)

Supports mainly logistics, delivery, shuttle services, small transit vehicles, supply chain.

3) Heavy duty trucks and large passenger vehicles (26-80k lbs, 16+ passengers)

Supports full-sized buses for transit, large trucks for freight, construction, waste management, etc.

4) Abstain

5) Other

Considerations:

- **This option does not consider “banning” a particular class of vehicle.** If only some classes are approved, the law would remain silent on others and Level 3 (thus, testing) would remain legal for all classes, as it is today.
- There is more AV industry experience and maturity in light duty compared to medium and heavy duty
- Labor concerns differ: Potential labor impacts vary by class
- Different safety risk/damage potential by different sized vehicles
- Most other states do not explicitly ban medium or heavy-duty AVs. They may not have yet opened permit/testing processes for them.

6. AVs Within existing Intrastate Operating Authority

Options
1) Yes – adopt staff recommendation
2) No – do not adopt
3) Abstain
4) Other

- **Context:** DMV currently issues intrastate operating authority (permits and certificates) to different types of businesses that transport passengers or property for hire. Legislation offered in the 2026 Session proposed a new type of operating authority for vehicles deployed in an on-demand autonomous vehicle network.
- **Recommendation:** Do not balkanize operating authority by introducing new types of permits and certificates. Instead, establish rules of general application for all businesses who use AVs.
 - Avoids unnecessary proliferation of types of operating authority and duplication of requirements, which create administrative inefficiencies for both DMV and industry.
 - Allows all types of carriers to reap advantages of deploying AVs.

7. Successful completion of pilot

Options

Options

1) Define success as able to meet the rules of the road and CDL equivalent*.

2) Define success as the same or better overall crash rates measured as equivalent property damage only crashes per vehicle-miles traveled (VMT) as an unimpaired human (~33% lower crash rate than average for light duty, find equivalent for CDL-licensed vehicles*).

Any notable unsafe circumstances (e.g. snow) can be excluded from ODD. Each pilot phase should have a target number of miles driven to assess success.

3) Same as 2 but define success as much safer than an unimpaired human (5x better crash rates per VMT).

4) Abstain

5) Other

Considerations

1. Crashes of any kind, particularly serious crashes, are statistically rare. **Certainty cannot be reached in the pilot phase.** Ongoing data collection should be required to continue to provide the public confidence in AV safety.
2. Human drivers do not have to prove they are safer than average to get licenses – humans are too variable to do this up front. If humans drive distracted, that is illegal and they should face consequences. But this is hard to monitor universally.

Evaluating an AV is different – there is a workable way to measure them against the standard we want everyone to meet at the outset *and* to monitor it universally. This is one of the benefits AVs

3. Open questions – could some miles from other states (as long as they meet VA reporting requirements) be used to meet this?

*Establishing the CDL equivalence of any of these will require additional research and development.

8. Safety data is required on an on-going basis

Options

Options

1) Incidents only

Concurrent, unredacted copies of all Standing General Order (SGO).

2) **All collisions & exposure** #1, plus:

Annual ADS-engaged VMT by month, tract, and geography (locality or other), split by driverless vs. attended operation.

Subset of current CA requirements.

3) Collisions, exposure, and events #2, plus:

Periodic reporting of safety-relevant incidents: dynamic driving task failures, unplanned stops in travel lanes, and hard braking events. *California current data collection.*

4) + Real Time: Include real time location data to support emergency response and dynamic management (“avoid this parade route.”)

5) Abstain

6) Other

Considerations:

- If we want to confirm that AVs are “as safe as” or “safer than” human drivers on an ongoing basis, we must choose Options 2 or 3 or 4 because “exposure” data is needed.
- None of the reporting requirements listed here are novel – all are required by at least one other state (specifically – a combination of federal, California, and Pennsylvania reporting requirements and MDS)
- Data retention should be addressed with any option
- Privacy management required for Option 4
- For any option: Staff recommends continuing to participate in key agency forums and report on data collection and findings from other states on an on-going basis.

9. When can agency revoke or suspend a permit prior to a hearing?

Options

Options

- 1) Unconstrained discretion for agency
- 2) Broad discretion—e.g., limiting immediate suspensions to situations where the operation of the AV has resulted in or has a risk of causing injury or death or has caused significant impediments to traffic or emergency services.
- 3) More constrained discretion - e.g., limiting such immediate suspensions to situations where the operation of the AV has resulted in serious injury or death and/or carriers whose safety statistics drop below that which is required to exit the pilot stage
- 4) Abstain
- 5) Other

Considerations:

- As with other operating credentials, DMV will have the authority to deny, suspend, or revoke an application for specific and reasonable grounds such as violations of law or of the conditions of a permit, failure to maintain proof of financial responsibility, etc.
- In addition – DMV should have some authority to revoke or suspend licenses in case of public safety / public impact concerns:
 - Unconstrained allows more flexibility to respond to novel risks and situations
 - Constraints that are too narrow may risk public resistance if impacts of AVs on traffic or emergency services don't have a pathway for resolution
 - Clearer discretion on constraints gives more certainty to industry players.

Whatever is decided, staff recommends having a clear and timely appeal and reinstatement process.

10. Vehicles covered under permit

Options

1) Yes – adopt staff recommendation

2) No – do not adopt

3) Abstain

4) Other

- **Recommendation:** Businesses who wish to operate AVs in Virginia will apply to DMV for a permit.
- **The permit should be fleet-level**, covering all vehicles within the applicant's fleet that are the same vehicle type with the same Automated Driving System (ADS) operating on the same generation of software (as opposed to permitting each individual vehicle). Such a flexible, scalable approach is administratively easier for both agency and permittee.
- Permittees may add and remove vehicles to their permitted fleet but must notify DMV and obtain an amended permit when there is a major update to the ADS or a change in the type of vehicle to be operated.

11. Contents of permit application: first responder interaction plan

Options

Options

- 1) Provide clear guidelines on these plans with input from multiple stakeholders, DMV approves compliance with guidelines as part of permitting
- 2) VSP approval also required for each law enforcement plan during permitting
- 3) Abstain
- 4) Other

- Along with standard information identifying the applicant and the vehicles, all permits will require a first responder interaction plan and a description of the proposed operational design domain and geofence within which operations will occur.
- Advantages:
 - Ensures safety of responders and vehicle occupants
 - Facilitates incident management

12. Contents of permit application: Proof of financial responsibility

Options

Options

1) Same requirements for AVs as for other vehicles in their class: \$50,000/person and \$100,000/incident for bodily injury and \$25,000 property ; up to \$5 million for for-hire vehicles, etc

2) Higher requirements during pilot phase, either during pilot phase

3) Higher requirement at all times

4) Abstain

5) Other

Considerations:

- Fairness
- Rationale for higher requirements

13. Contents of permit application: ODD

Recommendation

Options
1) Yes – adopt staff recommendation
2) No – do not adopt
3) Abstain
4) Other

- **Recommendation: Each permit comprises an Operational Design Domain (ODD) which defines the operating conditions for the permit. Conditions can include location, time, weather, types of roads, etc.**
 - Allows agencies to assess proposed operations and evaluate ADS safety and operational performance within the approved ODD only.
 - Provides a foundation for reviewing and approving future ODD expansions (or making very limited reductions in ODD as opposed to pulling an entire permit if safety issues arise)

14. Contents of permit application: safety certification

Recommendation

Options

- 1) Yes – adopt staff recommendation
- 2) No – do not adopt
- 3) Abstain
- 4) Other

Recommendation: Different parties are responsible for approving and certifying safety performance.

- Permit applicant self-certifies that it meets defined safety requirements. Liability rests with permittee for failure to meet those requirements.
- Permit applicant submits safety assessment reports
- Permit applicant / permittee submits required safety data (covered on later slide) to enable regulator (DMV) to audit records, inspect vehicles, and suspend permits if called for.

15. Local regulation

Options

Options

1) Do nothing – if AVs are operating as taxis, they will be subject to local regulation including limits of numbers. If not, they won't.

2) Allow localities to regulate AVs by allowing or disallowing whole classes of AVs within their boundaries (enacted as a limit to each permittee's statewide ODD)

3) Abstain

4) Other

Considerations:

- **Context:** Under current law, the only type of for-hire motor carriers subject to local regulation are taxicabs. Localities may require taxicabs to obtain a local license and pay a license tax, regulate rates and charges, prescribe requirements for taxicab operators, and limit the number of taxicabs operating in their jurisdiction.
- A local patchwork may disincentivize industry from expanding in Virginia

16. Tax revenues for AVs – residency requirement

Options

Options

1) Require some fraction of AVs permitted in Virginia to be garaged here, so as to contribute to revenue from car tax /machinery & tools tax, registration fees, motor vehicle sales and use tax, etc.

2) Require a certain number of depots in Virginia per AV permitted, as a ration to the number of registered vehicles, so as to contribute to revenue streams

3) No requirement to base any of fleet in Virginia

4) Abstain

5) Other

Considerations:

- Brings in revenue to state and localities using existing channels, avoiding setting up new collection mechanisms.
- Complexities with operating across jurisdictional borders

17. Fees for AV permits

Options

Options

- 1) Fees to cover Cost of DMV administration and other state agency costs (for example, reporting requirements)
- 2) Cover cost of DMV administration and other agency costs + Law Enforcement training about AVs
- 3) All of the above plus additional fees to finance worker retraining for impacted drivers
- 4) Abstain
- 5) Other

Considerations:

- DMV requires fees designed to cover the cost of administering the category for many other types of vehicles programs.
- Administration of AVs will require additional resources. It will unfold better if competent administration is fully funded. The level of funding depends on Options selected.
- Funding law enforcement training in addition to agency administration could ease implementation by smoothing friction with local law enforcement agencies
- Fees could be lower in permit phase (though note agency costs are highest in permit phase)

18. Retail Sales and Use Taxes

Options

Options

- 1) Charge a retail sales and use tax for autonomous vehicle transactions
- 2) Charge a special per AV-VMT tax
- 3) Charge a retail sales and use tax for all or some passenger carrier services (AVs would thus be included)
- 4) Do nothing. AV transactions are exempted as a service
- 5) Abstain
- 6) Other

Considerations:

- Virginia already has mechanisms for retail sales and use fees and for highway usage per VMT fees.
- Using the retail sales and use structure would be simpler to implement than the VMT fee, would avoid setting and debating rates, and would rise with inflation naturally.
- Passenger carrier services transactions with human drivers do generate indirect tax revenue as they accrue income to drivers.
- Any of these options raise AV costs to consumers.

19. Mandatory arbitration clauses

Options

Options

- 1) Enact language similar to that passed in the Senate version of the AV bill in 2026
- 2) Remain silent. Language relating to the category of for-hire vehicles will apply
- 3) Identify and apply a general contractual principle that may provide protection
- 4) Enact / rely upon other consumer protection provisions
- 5) Abstain
- 6) Other

Considerations:

- **Terms:** Existing AV terms of service (i) are asserted to apply to all riders; and (ii) require arbitration, or mandate courts, law, and procedures outside Virginia. *E.g.*, current [Waymo Terms](#); [Tesla Terms](#).
- **2026 SB 670 (as it passed Senate):** Barred mandatory arbitration and forum selection clauses: *“No manufacturer, vehicle owner, autonomous operation certificate holder, remote operator, on-demand autonomous vehicle network, or other person subject to the provisions of this chapter shall enter into, enforce, or offer to enter into mandatory dispute arbitration agreements or forum selection clauses with any passenger, human driver, or other individual riding in, hailing, or involved in a crash or collision with a fully autonomous vehicle subject to the provisions of this chapter operated in the Commonwealth.”*
- **Risk:** Preemption by Federal Arbitration Act (9 U.S.C. § 2) as interpreted by the U.S. Supreme Court.
 - Has been interpreted as establishing “a liberal federal policy favoring arbitration” agreements (or provisions).
 - Has preempted state laws to bar arbitration in certain contexts and required states to treat arbitration agreements / terms “on an equal footing with other contracts.” See *AT&T Mobility LLC v. Concepcion*, 563 U.S. 333 (2011) (holding that California law may not invalidate bans on class arbitration in a consumer context as unconscionable).

20. Determining responsibility/liability

Options

Options

1) If a human driver is seated in the driver's seat then the human driver is presumed to be responsible for the vehicle's operation

2) If the ADS is fully engaged at the time, then the ADS is presumed to be the operator and the permittee is responsible for the vehicle's operation.

3) Abstain

4) Other

Considerations:

- Applicability of product liability law and other tort law
- Responsibility for maintaining and providing data regarding vehicle's operation
- With either option, the final language will also need to include requirements on incident-related data collection, such as video.

21. Privacy law

Options

- 1) Enact new privacy provisions
- 2) Remain silent and rely on existing privacy laws
- 3) Amend VCDPA to apply to lower user thresholds for AVs
- 4) Abstain
- 5) Other

- **2026 SB 670 (as it passed Senate):** No new/special privacy provisions.
- **Legal Background:**
 - Virginia Consumer Data Protection Act ([§ 59.1-576 et seq.](#)) seems to apply but only above a size threshold (to products/services “that are targeted to residents of the Commonwealth and that (i) during a calendar year, control or process personal data of at least 100,000 consumers or (ii) control or process personal data of at least 25,000 consumers and derive over 50 percent of gross revenue from the sale of personal data”).
 - Establishes certain consumer rights to confirm, access, delete, obtain, and opt out of collection of personal data
 - Virginia Personal Information Privacy Act ([§ 59.1-442 et seq.](#)) does not seem to apply because AV companies are not selling goods from a fixed retail location.
 - Possible that other jurisdictions’ privacy laws would apply depending on circumstances
 - No general federal privacy statute at present

22. Autonomous vehicle committee

Options

Options

1) Establish: Establish AV Committee for ~5 years consisting of key stakeholders to serve as an advisory board which will provide comments on guidance documents, review labor and congestion reports, issue policy/progress reports on a regular basis, and advise on permit revocation and reinstatement. Require agencies to support this Committee.

2) Do not establish with external stakeholders but do require DMV, VDOT, and other related agencies to collaborate on administrative actions related to AVs and publish certain findings and data related to impacts on safety, traffic, labor, etc. These agencies would collect public and stakeholder feedback through existing pathways.

3) Abstain

4) Other

Considerations:

- Consistent and clear reports can build public trust through transparency. They should be published in both options.
- Other states told staff that these committees had provided helpful to work through novel issues and effectively collect input from a wide array of stakeholders.
- Virginia already has this framework via this working group
- A committee with external stakeholders is slightly more expensive than internal staff requirements only.
- Committee could have a sunset date.

23. Location for remote assistance

Options

Options

- 1) Permit remote assistance from anywhere in the world
- 2) Permit remote assistance only from within the US
- 3) Abstain
- 4) Other

Considerations:

- Remote assistance is not the same as remote driving. Remote assistance means looking through the “eyes” of the vehicle to give it feedback and then the vehicle drives itself in response or providing support to riders.
- Remote assistance from anywhere in the world may reduce costs for industry, offer more coverage around-the-clock.
- Remote assistance from different countries may lack context to understand driving conditions fully in Virginia (and language barriers could result in inability to read signs.) Training requirements could mitigate this.
- [Elsewhere we recommend that any remote driver have the comparable license that a human driver would have]

24. Remote driver general rules

Recommendation

Options
1) Yes – adopt staff recommendation
2) No – do not adopt
3) Abstain
4) Other

- **Recommendation:** All drivers operating permitted AVs (as back up in-vehicle drivers or remote drivers) should meet the following requirements:
 - Be employed by the permittee
 - Possess a valid driver's license that authorizes the operation of the type of vehicle that has been permitted
 - Have completed all required training on the operation of the vehicle
 - If inside the vehicle, be prepared to take control of its operation if necessary

25. Definitions

Recommendation

- **Recommendation:** Staff will define the following AV-related terms in Code to establish a regulatory framework:

Options

1) Yes – adopt staff recommendation

2) No – do not adopt

3) Abstain

4) Other

- Authorization Holder
- Authorization to Operate (ATO)
- Automated Driving System (ADS)
- Autonomous Vehicle Depot
- Autonomous Vehicle External Indicator
- Dynamic Driving Task (DDT)
- DDT Fallback
- First Responder Engagement Plan
- Fully Autonomous Vehicle
- Geofence
- Human Driver
- Minimal Risk Condition
- On-Demand Autonomous Vehicle Network
- Operational Design Domain
- Remote Operator
- Request to Intervene
- Reference to certain standards from SAE

26. Titling and Registration

Options
1) Yes – adopt staff recommendation
2) No – do not adopt
3) Abstain
4) Other

Recommendation: Consistent with AAMVA's guidelines, it is recommended that

- AVs titled in Virginia have an indicator on the title record that the vehicle is an AV
- AVs registered in Virginia have an indicator on the registration card that the vehicle is an AV

These requirements support law enforcement, facilitating crash investigations and roadside inspections. They also assist with regulatory review, reporting, and compliance.