

**Resolution of the
Northeast Association of State Transportation Officials (NASTO)**

Cooperative Automated Transportation Support

WHEREAS, the safety of all users of the transportation network is the number one priority for the Northeast Association of State Transportation Officials (NASTO) and the deployment of connected and autonomous vehicles (CAV) has the potential to greatly improve roadway safety, increase mobility for sensitive populations and make the movement of goods and people more efficient; and

WHEREAS, NASTO has taken the position that Congress needs to enact legislation that keeps the current Infrastructure Owner/Operators (IOO's) oversight on vehicle operations and enforcement of traffic laws, while also creating uniform safety standards for the Original Equipment Manufacturers (OEMs) to follow; and

WHEREAS, all NASTO states continue to make investments to ensure the states' infrastructures are capable of deploying and supporting these emerging technologies with several serving as testing grounds and deployment locations; and

WHEREAS, state DOTs need the flexibility in the federal-aid procurement rules as they relate to both the purchase, installation, and maintenance of CAV technologies on state transportation infrastructure networks; and

WHEREAS, additional funding should be made available to state DOTs for building new testbeds and deployment locations as well as maintaining existing ones to allow OEMs and technology developers to test and deploy their hardware and applications on such testbeds; and

WHEREAS, state DOTs will need additional resources to hire and train a workforce that must be able to understand and implement this emerging technology; and

WHEREAS, NASTO members are committed to working together and with industry leaders to ensure a unified framework to facilitate the development, testing, and deployment of CAV technologies, with additional recognition of the need for any technology and interoperability standards to be harmonized with those being developed for use in Canada and Mexico, to ensure safe and secure operations of commercial and personal vehicle travel crossing international borders; and

WHEREAS, as technology evolves, interoperability amongst the evolving technologies is of utmost importance to allow seamless, efficient, and secure vehicle-to-vehicle (V2V) and vehicle-to-infrastructure (V2I) communications and prepare for the eventuality of vehicle to everything (V2X); and

WHEREAS, NASTO continues to support that no one technology or product should be prescribed over another with regards to the development of connected and autonomous vehicles and the related infrastructure; and

WHEREAS, there needs to be significant focus on how best to share data and information with the industry to understand lessons learned, and promote best practices all while also protecting users personal information.

NOW, THEREFORE BE IT RESOLVED, any legislation passed by Congress regarding connected and autonomous vehicles continue the state's authority and oversight of vehicle and roadway operations, licensing and registration, insurance and law enforcement related to connected and autonomous vehicles, provide uniform safety standards and ensure data sharing and protection with the industry.

BE IT FURTHER RESOLVED, USDOT needs to take the lead in supporting the development of independent 3rd Party validation capabilities to ensure the safety of Automated Driving Systems (ADS) and testing protocols.

BE IT FURTHER RESOLVED, the federal government needs to provide state DOTs with additional funding and spending flexibility with regards to deployment of connected and autonomous vehicles and related infrastructure.

Approved by the NASTO Board of Directors
on February 28, 2019 in Washington, D.C.

**NOTE: Only the NASTO Members from the United States voted on this resolution.*