



Transportation Task Force Autonomous Vehicle Legislative Priorities

Nearly 1 in 5 people in the U.S. has a disability (more than 57 million). Significant barriers to accessible, affordable, reliable transportation remain across modes. Many people with disabilities are currently unable to obtain a driver's license, and cannot afford to purchase an accessible vehicle. In 2017, 3.6 million Americans with a disability reported not leaving their homes. Access to transportation is necessary for people with disabilities to contribute to and participate in their communities, support and spend time with family and friends, and live their lives to the fullest.

Autonomous Vehicles (AVs) have the potential to drastically improve access for people with disabilities. However, the promise and safety of AVs will only be realized if the vehicles and the surrounding infrastructure are fully accessible, and the safety elements consider the needs of people with disabilities. To that end, the following recommendations for AV legislation are provided. Additional recommendations can be found in the [December 2018 AV Principles](#).

- **Prohibit discrimination** on the basis of disability by states, and any other governmental authorities, **in licensing and insurance.**
- **Establish an AV Accessibility Advisory Committee** and include cross-disability representation, representatives of standard setting organizations, industry stakeholders and interested agencies.
- **Incentivize and prioritize research, testing and deployment of accessible passenger vehicle AVs** with fully accessible human machine interface (HMI) systems, ramps, and wheelchair securement. Require that people with disabilities are part of the design and testing of new technologies in order to ensure the accessibility and usability of the technology. Additional NHTSA exemptions could be granted for fully accessible AVs.
- **Require full accessibility for all types of common and public use AVs.**
- **Protect passenger privacy** by ensuring passengers' health and disability status and locations visited is not shared, or used for commercial or tracking purposes, without permission of the individual.
- **Collect disabled passenger and disabled pedestrian crash data** to identify needed vehicle and infrastructure improvements and ensure safety.
- **Increase funding for USDOT and the US Access Board** to promote research and development of accessible AVs and standards, including vehicle safety and crashworthiness standards, and technical assistance.
- **Support studies** examining AVs potential impacts on transportation and land-use patterns, congestion, pollution, road safety and public transit, members of low-income, indigenous, and disability communities, and communities of color.