

Duckworth - 4 (as modified)

EDW17366

S.L.C.

Tammy Duckworth

AMENDMENT NO. \_\_\_\_\_ Calendar No. \_\_\_\_\_

Purpose: To require the Secretary of Transportation to conduct a study on the transportation, mobility, environmental, energy security, and fuel economy impacts of highly automated vehicles on public roads.

IN THE SENATE OF THE UNITED STATES—115th Cong., 1st Sess.

**S. 1885**

To support the development of highly automated vehicle safety technologies, and for other purposes.

Referred to the Committee on \_\_\_\_\_ and ordered to be printed

Ordered to lie on the table and to be printed

AMENDMENT intended to be proposed by Ms. DUCKWORTH

Viz:

(for herself and Mr. Schatz)

1 At the appropriate place, insert the following:

2 **SEC. \_\_\_\_ . HIGHLY AUTOMATED VEHICLE STUDY.**

3 (a) IN GENERAL.—Not later than 60 days after the

4 date of enactment of this Act, the Secretary shall initiate

5 a study on the existing and future impacts of highly auto-

6 mated vehicles to transportation infrastructure, mobility,

7 the environment, and fuel consumption, including impacts

8 on—

9 (1) the Interstate System (as defined in section

10 101(a) of title 23, United States Code);

11 (2) urban areas;

- 1 (3) rural areas;
- 2 (4) transit systems;
- 3 (5) corridors with heavy traffic congestion;
- 4 (6) energy consumption and dependence;
- 5 (7) the connection between automated driving
- 6 systems and fuel consumption and emissions;
- 7 (8) transportation systems optimization;
- 8 (9) the role of vehicle-to-vehicle and vehicle-to-
- 9 infrastructure communications in transportation en-
- 10 ergy use;
- 11 (10) vehicle drivetrain selection and perform-
- 12 ance;
- 13 (11) congestion, crash avoidance, and emissions
- 14 implications for States and localities; and
- 15 (12) any other areas or issues that the Sec-
- 16 retary determines to be appropriate.
- 17 (b) CONTENTS OF STUDY.—The study under sub-
- 18 section (a) shall include specific recommendations regard-
- 19 ing the impacts of highly automated vehicles on—
- 20 (1) existing transportation system capacity;
- 21 (2) vehicle miles traveled;
- 22 (3) vehicle emissions;
- 23 (4) public transit and multimodal use;
- 24 (5) energy consumption and dependence; and
- 25 (6) land use.

1 (c) CONSIDERATIONS.—In carrying out the study, the  
2 Secretary shall—

3 (1) determine the need for any policy changes  
4 required by Federal agencies and legislative changes  
5 to be considered by Congress; and

6 (2) include a discussion of—

7 (A) the impacts that highly automated ve-  
8 hicles will place on existing transportation in-  
9 frastructure, including signage and markings,  
10 traffic lights, and highway capacity and design;

11 (B) the implications of shared fleet and al-  
12 ternative vehicle ownership models;

13 (C) the impact on commercial and private  
14 traffic flows;

15 (D) infrastructure improvement needs that  
16 may be necessary to accommodate highly auto-  
17 mated vehicles, including potential energy  
18 needs;

19 (E) the impact of highly automated vehi-  
20 cles on the environment, energy needs, conges-  
21 tion, and vehicle miles traveled; and

22 (F) the impact of highly automated vehi-  
23 cles on mobility and public transit use in urban,  
24 suburban, and rural areas, including pedestrian  
25 and bicycle transportation modes.

1 (d) COORDINATION.—In carrying out the study, the  
2 Secretary shall consider and incorporate relevant current  
3 and ongoing research of the Department of Transpor-  
4 tation.

5 (e) CONSULTATION.—In carrying out the study, the  
6 Secretary shall convene and consult with a panel of na-  
7 tional experts, including—

8 (1) operators and users of the Interstate Sys-  
9 tem (as defined in section 101(a) of title 23, United  
10 States Code), including private sector stakeholders;

11 (2) States;

12 (3) metropolitan planning organizations;

13 (4) the motor carrier industry;

14 (5) representatives of public transportation  
15 agencies or organizations;

16 (6) highway safety and academic groups;

17 (7) nonprofit entities with experience in energy  
18 security and transportation policy;

19 (8) National Laboratories (as defined in section  
20 2 of the Energy Policy Act of 2005 (42 U.S.C.  
21 15801));

22 (9) environmental stakeholders; and

23 (10) highly automated vehicle producers, manu-  
24 facturers, and technology developers.

1           (f) REPORT.—Not later than 18 months after the  
2 date on which the study under subsection (a) is initiated,  
3 the Secretary shall submit to Congress a report on the  
4 results of the study.

5           (g) FACA.—The Federal Advisory Committee Act (5  
6 U.S.C. App.) shall not apply to the panel convened in ac-  
7 cordance with subsection (e).