

# **Autonomous Vehicles Are Coming: *Navigating the Road Ahead***

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  - *Former Co-chair, Legal Committee for Shared AVs/CVs*
  - *TRB/US DOT Delegate, US-EU Symposium, Socio-Economic Impact of AVs*
- **New York City Bar Association**
  - *Former Chair, Transportation Law Committee*
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# Kenneth J. Lucci



- **Founder/Operator**, *Ambassador Limousine* (\$5M annual revenue)
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- **Certified Business Valuation Specialist, M&A Advisor**
- **Founder**, *DrivingTransactions.com*, a business analysis and M&A advisory service
- Retained by major commercial lenders, technology, and AV manufacturers
- **Authored** *Driving Financial Success*, first industry financial management course
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# Autonomous Vehicles: Important Definitions

## Autonomous Vehicle (AV)

- A vehicle that can sense its environment and operate with little to no human input, using a combination of software, sensors, and computing systems to drive itself. There are six levels of autonomy, and these vehicles can be either be commercial or passenger vehicles available to the public.

## Autonomous Taxis/Robotaxi

- Fully autonomous vehicle (SAE Level 4/Level 5) that is part of a TNC technology platform. The autonomous vehicle is used to provide paid passenger rides, without a human driver behind the wheel.

## Autonomous Livery

- Fully autonomous vehicle (SAE Level 4/Level 5) that are deployed in commercial operation with or without monitors to carry passengers on pre-defined routes and schedules and other use cases. These vehicles can be programmed and configured for individual assignments or part of an autonomous platform.

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# Six Levels of AVs



The engineering group SAE International (Society of Automotive Engineers) created six levels of autonomous driving, which has been adopted by the U.S. DOT. SAE is only one stakeholder group in the development of AVs.



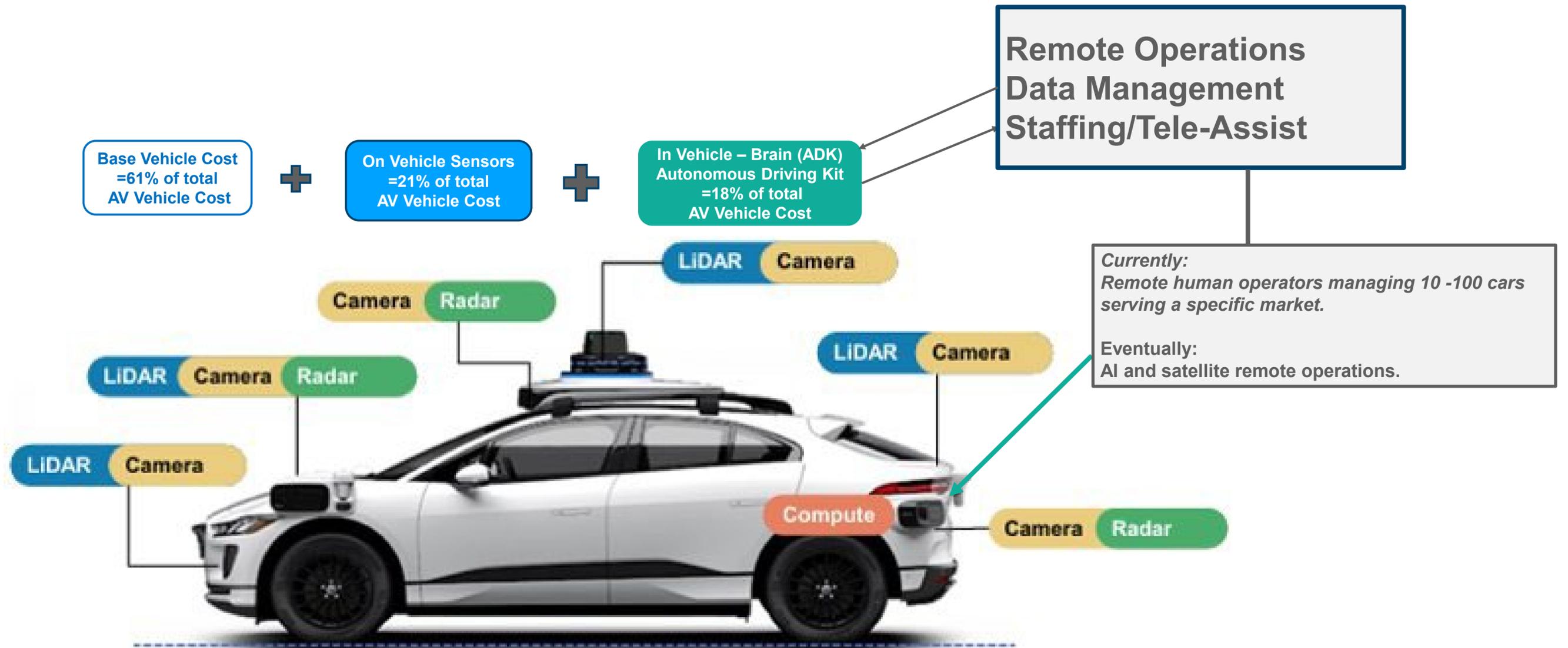
The driver monitors the driving environment

<p><b>Level 0</b></p> <p><b>No Driving Automation</b></p> <p>Driving as usual. A human is continuously in control of speed and direction and is required to always operate the vehicle safely.</p>	<p><b>Level 1</b></p> <p><b>Driver Assistance</b></p> <p>A human must do all the driving, but the vehicle offers smart performance and driving capabilities which add layer of safety and comfort.</p>	<p><b>Level 2</b></p> <p><b>Partial Driving Automation</b></p> <p>Key automated capabilities (steering and acceleration) become standard, but driver is still in control and needs to monitor the rest of the driving tasks.</p>
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The automated system monitors the driving environment

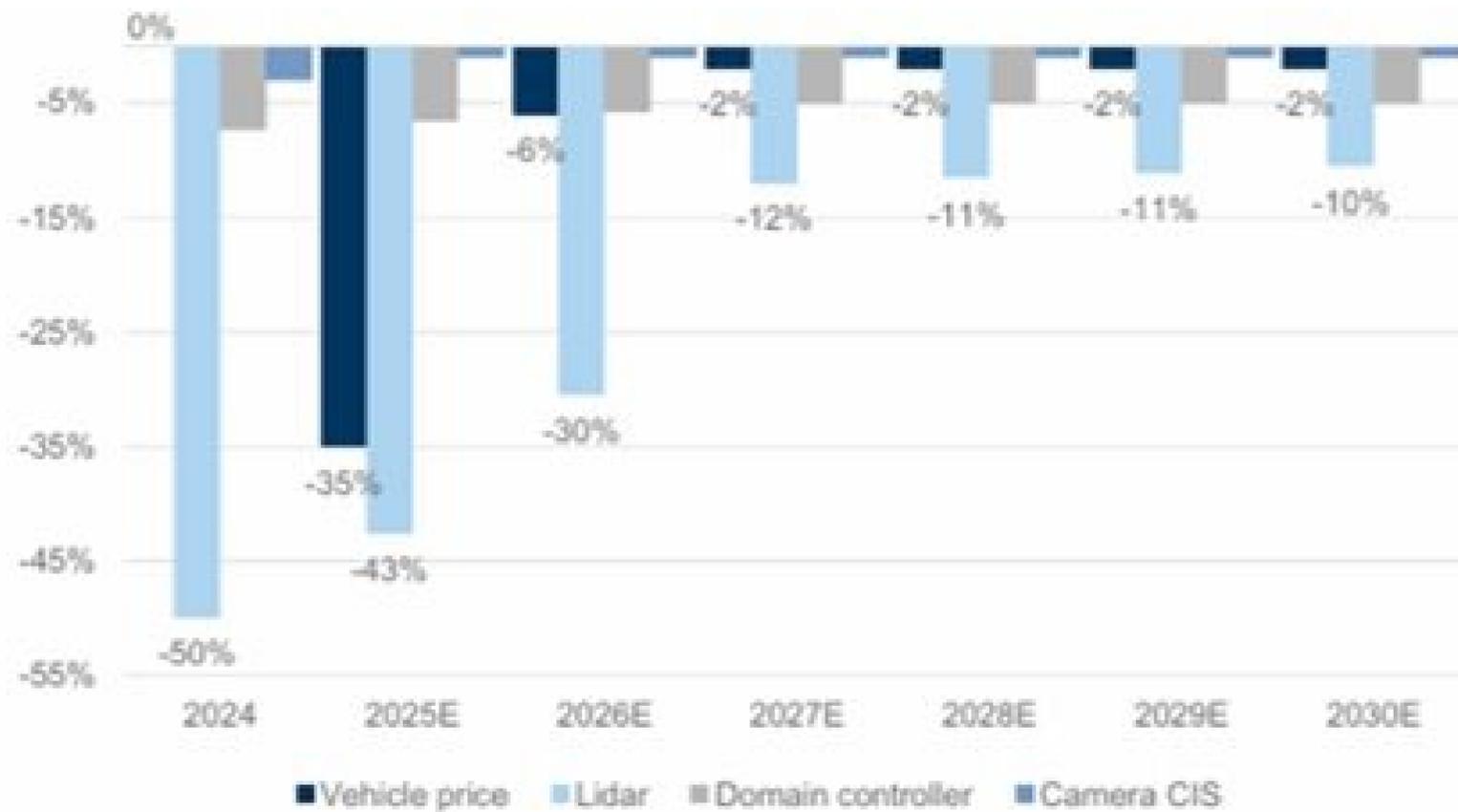
<p><b>Level 3</b></p> <p><b>Conditional Autonomy</b></p> <p>The vehicle can operate independently. Steering functions, braking and acceleration are automated, but the driver must be prepared to intervene.</p>	<p><b>Level 4</b></p> <p><b>High Driving Automation</b></p> <p>The vehicle can perform all driving functions under specific circumstances, but the driver has the option to control it at any time.</p>	<p><b>Level 5</b></p> <p><b>Full Automation</b></p> <p>The vehicle is completely automated and performs all driving tasks. The human's attention or interaction is not required at all.</p>
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# Current Cost Breakdown of a Level 5 AV



# Cost of AV Tech Is Decreasing for Each Vehicle Generation

Exhibit 20: Typical price down trend of robotaxi components



Waymo's original Jaguar AV cost: \$180,000



Waymo's latest ZEEKR AV cost: \$85,000



Table Above, Source- Goldman Sachs Global Investment Research.  
 Waymo vehicle cost source -[www.forbes.com/sites/bradtempleton/2025/10/31-7th-Gen-Pony-AI-Vehicle-cost](http://www.forbes.com/sites/bradtempleton/2025/10/31-7th-Gen-Pony-AI-Vehicle-cost) Source- [technode.com/2025/04/27](http://technode.com/2025/04/27)

# AVs in China: Most Deployments and 30,000 Robotaxis in 10 Cities



Source: Company data, Data compiled by Goldman Sachs Global Investment Research

Pony AI\*



\*These companies also have U.S. testing permits

WeRide\*



Baidu/Apollo\*



Didi



# State of Robotaxis and Autonomous Livery Globally: Testing, Partnerships, and Deployments!

*We are tracking data on 100+ international AV projects, more are added weekly.*



Lyft Partners with Baidu to Deploy Autonomous Rides Across Europe



Autonomous Shuttle in Ireland, Belfast Harbor

WeRide and Renault AV Shuttles for French Open



Full-Size Automated Bus Operating on Public Roads in Germany—Karsan Autonomous e-ATAK

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# Autonomous Taxi Availability and Current Testing Projects in the U.S.



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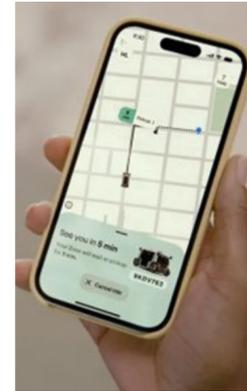
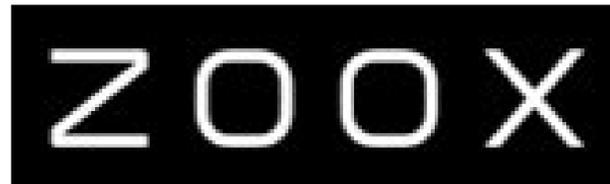
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# U.S.-Based Autonomous Taxi Platform Companies Overview



- 2,500 AVs on U.S. roads
- Service in 10 cities
- 450,000 rides a week
- 1M rides a week by YE2026



- <100 AVs on U.S. roads
- Limited service in Vegas, SF
- Own man. plant in CA
- Goal build=10,000 a year



- 250-500 AVs on U.S. roads
- Austin and San Fran. (FSD)
- Ride total "not disclosed"
- Strategy to "enroll your Tesla"

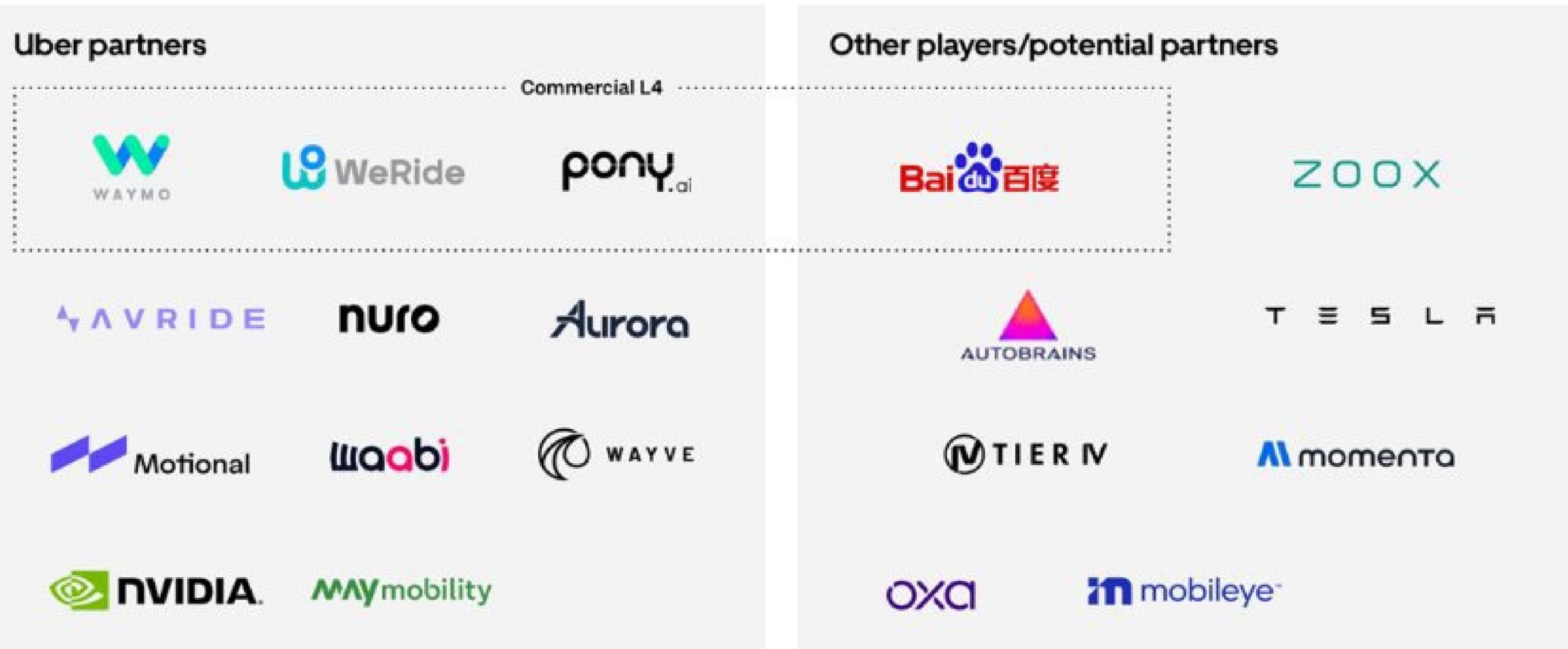
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# Uber Is Developing AV Partnerships in the U.S. and Globally



Ultimately, Uber would like AVs on their platform in all major markets

*“We are still only beginning to unlock the platform’s full potential, now with **20 autonomous partners** around the world.” --Dara Khosrowshahi, Uber CEO*

# One Uber AV Partnership: Nuro + Lucid Gravity = Premium AV

## Uber Is Launching the First “Premium Class” Autonomous Taxi

### Uber Has Committed to Purchase 20,000 Gravity AVs/SUVs

- “Deploying the first 1,000 in a U.S. city by EOY2026”
- **Lucid:** Provides Gravity SUV
- **Nuro:** Provides EV technology platform
- **Uber:** Provides 200M users on their platform
  
- Uber invested \$300M in Lucid
- Nuro raised \$200M; Nvidia and Uber are investors
- Premium leather interior (Lucid Gravity \$80K-90K sticker price)
- Curated in-vehicle experience
- Still testing in SF as of 02/15/26



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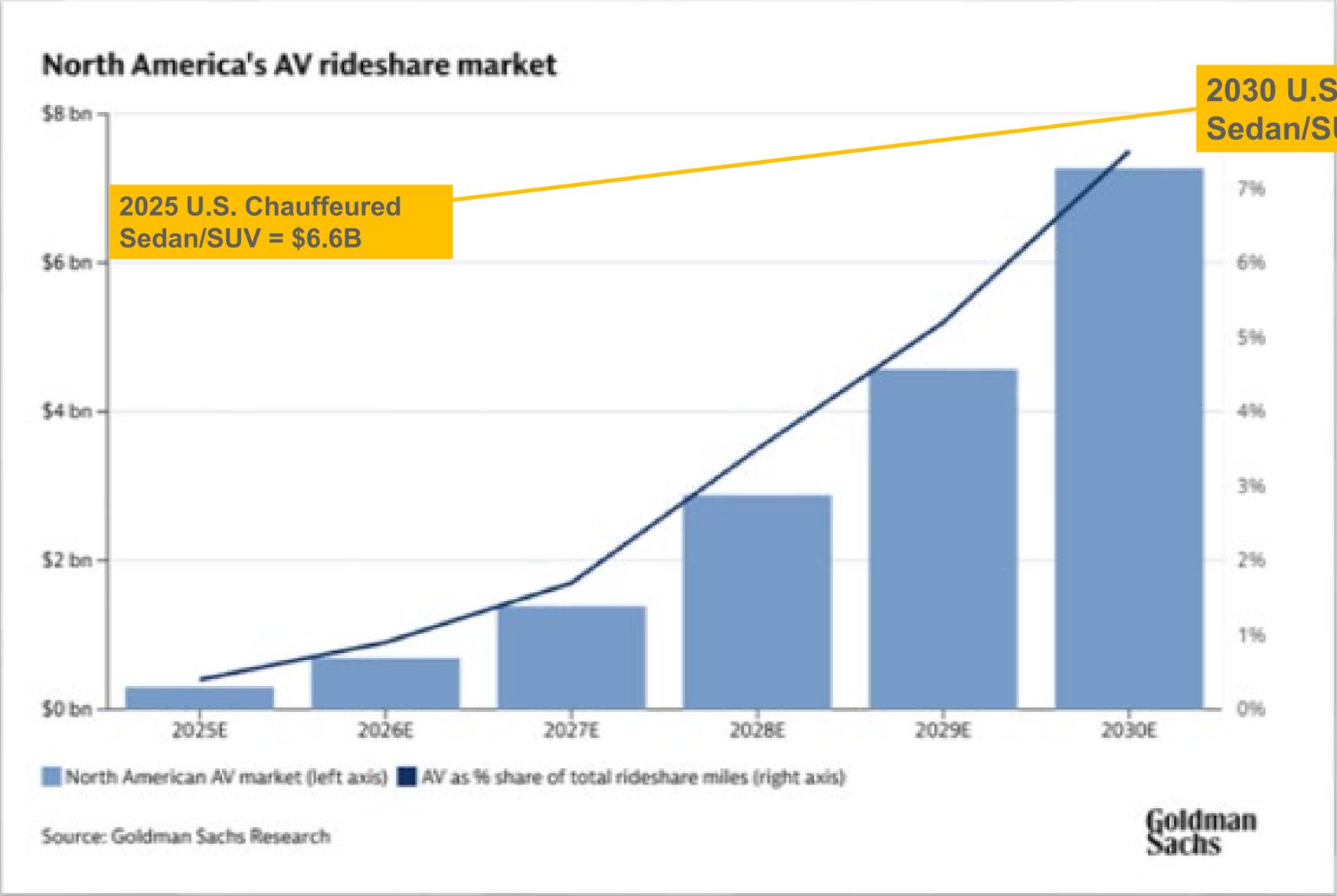
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# Five-Year Growth Forecast: U.S. Autonomous Taxi Market

The Goldman Sachs Research forecast for the robotaxis rideshare market implies a compound annual growth rate of about 90% from 2025 to 2030.

Goldman analysts estimate that gross margins for a vertically integrated AV operator could reach 40-50% over the next 3-5 years, which would push gross profit for the total U.S. AV market to approximately \$3.5 billion by 2030.



# San Francisco Is Ground Zero for Robotaxis

**Waymo** operates a fully autonomous, 24/7 robotaxi service across the city of San Francisco and has expanded to cover more than **260 square miles** in the Bay Area.

The service includes freeway driving and recently gained approval for direct, curbside, all-day service to and from San Francisco International Airport (SFO) and San Jose Mineta International Airport (SJC).

## Key Details on Waymo's San Francisco Map (as of early 2026):

- **Coverage Area:** Includes nearly all of San Francisco, extending south to Daly City, Colma, and the broader Peninsula, connecting down to San Jose.
- **Airport Access:** Fully approved for 24/7 service at SFO, with additional, separate operations at SJC.
- **Freeway Driving:** Waymo fully operates on major freeways, including the 101 and 280, connecting San Francisco to the Peninsula.



Waymo's Bay Area service area now stretches from San Francisco to San José. | Waymo

# San Francisco Region

The nine-county San Francisco Bay Area covers approximately **6,966 square miles**. When considering the broader San Jose-San Francisco-Oakland Combined Statistical Area (CSA), the region expands to roughly **11,191 square miles**.

- **Total Population 7.58M**
- **Approx. 5.42M live outside 260 square mile Waymo area**

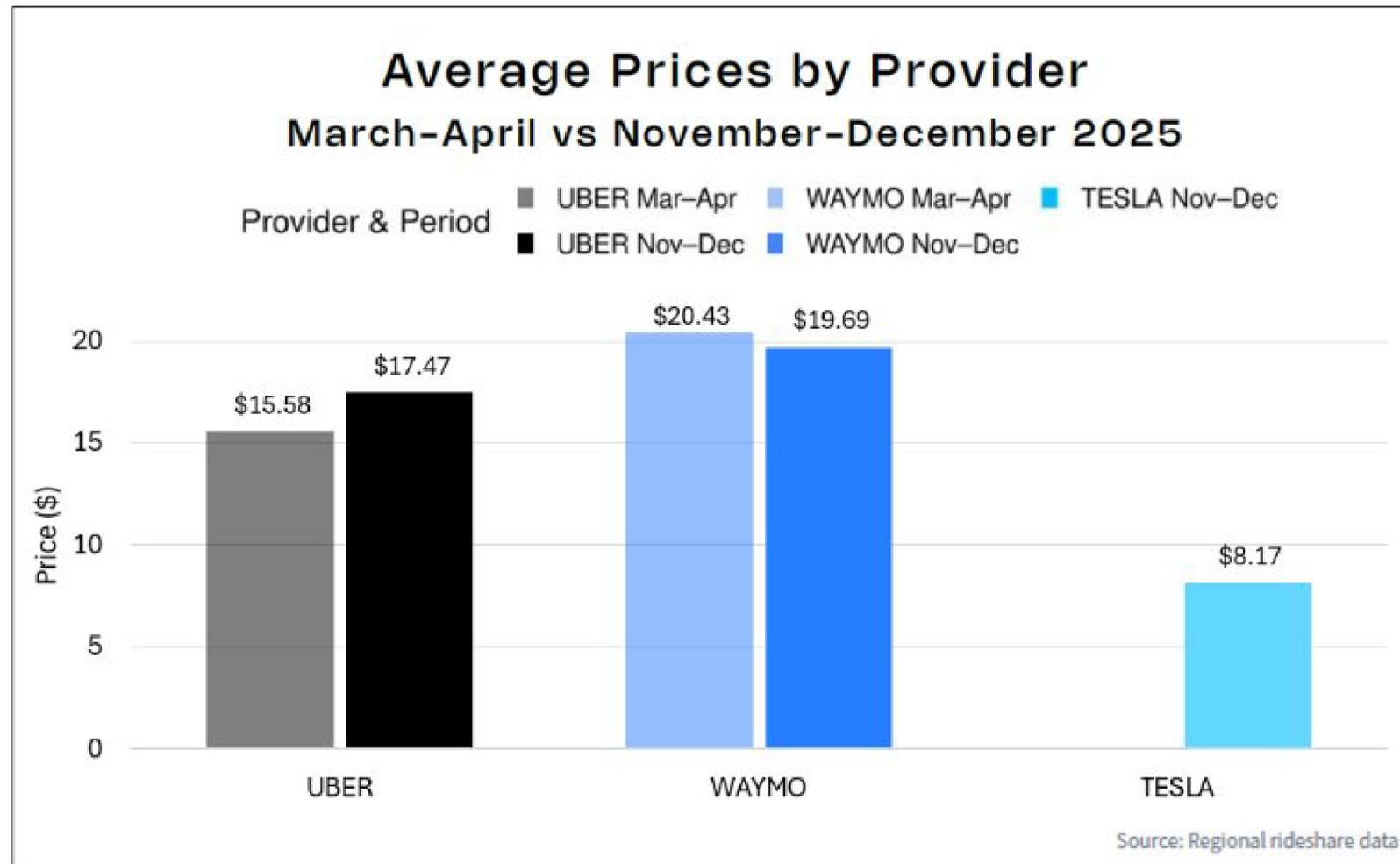
## 2025 Population Estimates by County:

- **Santa Clara:** 1,903,198 (-897,386 in Waymo area)
- **Alameda:** 1,641,869
- **Contra Costa:** 1,146,626
- **San Francisco:** -843,071 (all Waymo Area)
- **San Mateo:** -741,565 (-428,231 in Waymo area)
- **Sonoma:** 478,152
- **Solano:** 446,426
- **Marin:** 252,844
- **Napa:** 135,029



# Recent Price Comparison Between Uber and AV Taxis

Study in San Francisco: 94,000+ Rides Comparing UberX (Human), Waymo AV and Tesla AV/FSD (Supervised)



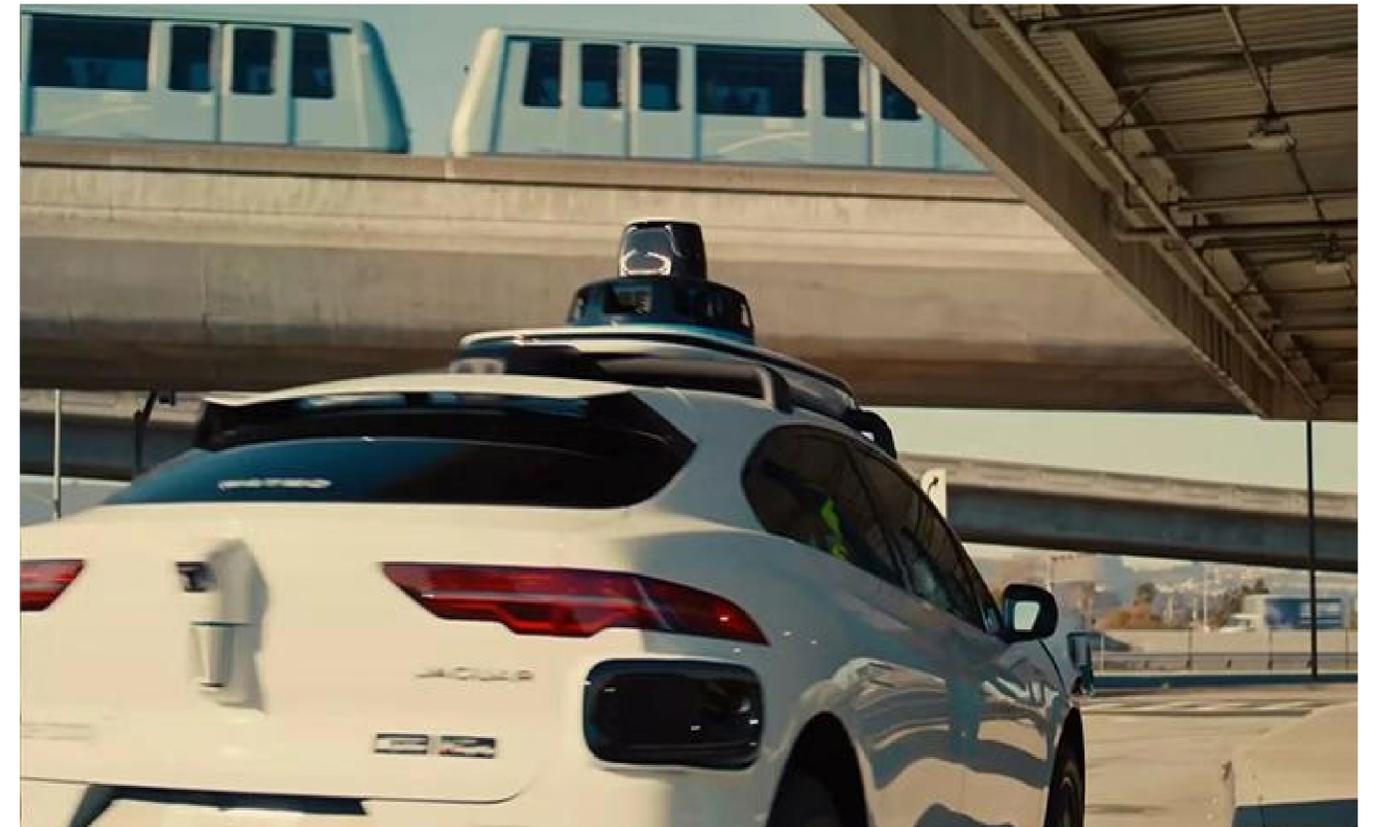
Differences in Prices Between Waymo, Uber, and Tesla in Price per Mile and Kilometer

	Average Price	Standard Deviation	Median Price	Avg. Price per Mile	Avg. Price per km
UBER	\$17.47	\$8.07	\$14.94	\$7.47	\$4.64
WAYMO	\$19.69	\$8.87	\$17.25	\$9.21	\$5.72
TESLA	\$8.17	\$4.28	\$7.39	\$3.20	\$1.99

Source-OBI Report "AV's- The Cost of Autonomy - New Rideshare Battleground"  
A total of 94,348 rides were part of the dataset.

# AVs at U.S. Airports: Current Landscape

- Waymo active at PHX since early 2024 – curbside service
- Waymo active at SFO since Jan 2026; picking up at SFO Rental Car Center, accessible via Air Train
- SFO operations officially part of pilot program: testing with trained specialist → testing passenger service with Waymo employees → **piloting paid service with Waymo customers (now)**



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# Current Autonomous Livery Projects in the U.S. (Future Opportunities)

## Examples of Closed Campuses with Autonomous Vehicle Projects:

- **Mississippi State University:** Operational autonomous shuttle pilot
- **UNC Charlotte:** Autonomous shuttle pilot connecting campus sites
- **Florida State College at Jacksonville:** Campus autonomous shuttle pilot
- **North Carolina A&T State University:** Self-driving shuttles used in pilot research



## Eyes on Florida: Autonomous Innovation Center Debuts in Jacksonville, Fla.

The city of Jacksonville deployed the first autonomous van in public transit service. More than 125 municipal transit systems have active projects or feasibility studies investigating autonomous vehicles.



# Major Autonomous Livery Manufacturers and AV Tech Upfitters

We are compiling a complete list of U.S. and global autonomous vehicle manufacturers for our upcoming report



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# Initial AV Use Cases

- Campus Shuttle
- Closed Route Shuttle
- Downtown Circulator
- Community Route
- Event/Remote Lot Shuttle
- Corporate Shuttle
- Transit Station Shuttle
- Airport Transit & Hotel Shuttle
- Planned Private Community Shuttle



# What Do the Laws Say: *U.S. and Global Frameworks*

**U.S.:** State-based AV authorization, models differ; fed role limited to Federal Motor Vehicle Safety Standards & exemptions

**UK Automated Vehicles Bill:** Ensures liability, sets safety threshold for legal self-driving, establishes regulatory scheme to monitor ongoing vehicle safety

**EU:** Standardizing Level 4 safety, mandating strict liability for software/AI defects under new Product Liability Directive and AI Act this year



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# U.S.'s Fragmented Regulatory Landscape

- More than 30 states have enacted AV legislation
- Federal role limited to vehicle safety standards and exemptions
- States regulate licensing, insurance, and commercial deployment
- No comprehensive federal AV statute enacted



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# AV Testing & Deployment Laws in the U.S.

**States Allowing Deployment:** includes AZ, CA, FL, GA, IA, NC, TX

- Common requirements:
  - “Minimal risk condition” if system fails (e.g., stops safely with hazards on)
  - Certify that vehicle meets Federal Motor Vehicle Safety Standards (FMVSS)
  - Minimum insurance coverage
  - Law Enforcement Interaction Plan

**Testing Only:** includes CT, MA, ME, NM, NY, VT, WA

- Divided into:
  - Cautious adopters (e.g., New England states w/ advisory commissions)
  - Tech-forward testers (e.g., NM with active pilot programs)

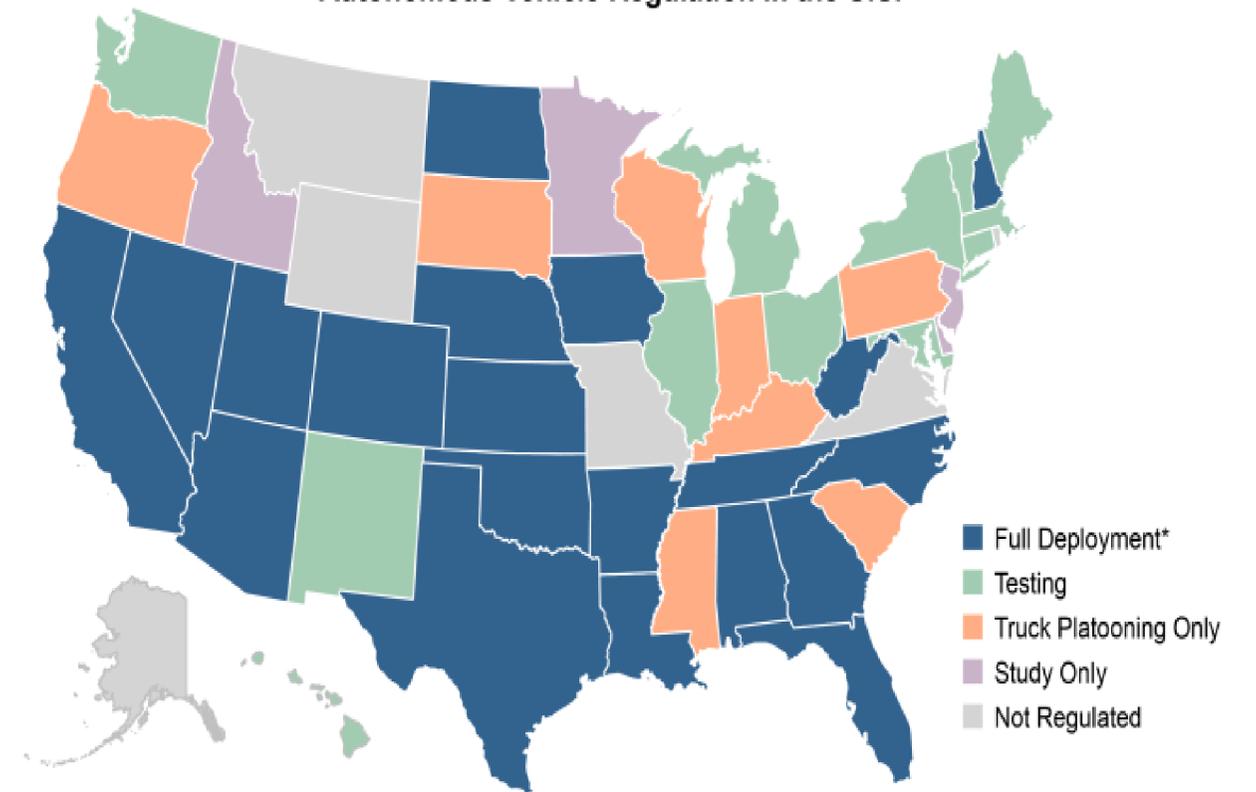
**No AV Statute:** examples NJ, VA, WI

- AVs subject to existing vehicle codes for now
- May borrow statute language from other states in the future

## **Special Case Statutes**

- **AL:** Covers only commercial AVs
- **MD:** Allows conversion of conventional vehicles to AVs; shops that convert may sell them
- **IL:** Prevents local-level AV regulation; implies forthcoming state-level law

Autonomous Vehicle Regulation in the U.S.



\*Note: "Full Deployment" or "Testing" states may also explicitly authorize deployment or testing of truck platooning and/or transportation network company (TNC) operation. Testing authorization may or may not require a human operator to be present.

# U.S. Federal Activity on AVs

**Defect Authority:** NHTSA enforces mandatory crash reporting

**Exemption Authority:** Recent rulemaking allows manufacturers to petition for FMVSS exemptions for vehicles designed w/o steering wheels or pedals

**Congressional Action:** SELF DRIVE Act

**Cybersecurity/Connectivity:** Department of Commerce rules now restrict hardware/software from foreign adversaries; NHTSA Best Practices guide fleetwide security



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# SELF DRIVE Act: Introduced 2026

- Amends Title 49 to expand NHTSA authority over ADS vehicles
- Establishes statutory framework for ADS-equipped and ADS-dedicated vehicles
- Defines key terms including automated driving system and ADS vehicle types
- Directs NHTSA to issue updated safety standards for ADS design and performance
- Addresses testing, evaluation, and system inoperative provisions
- Includes cybersecurity and connected vehicle protections



Rep. Bob Latta (R-Ohio)

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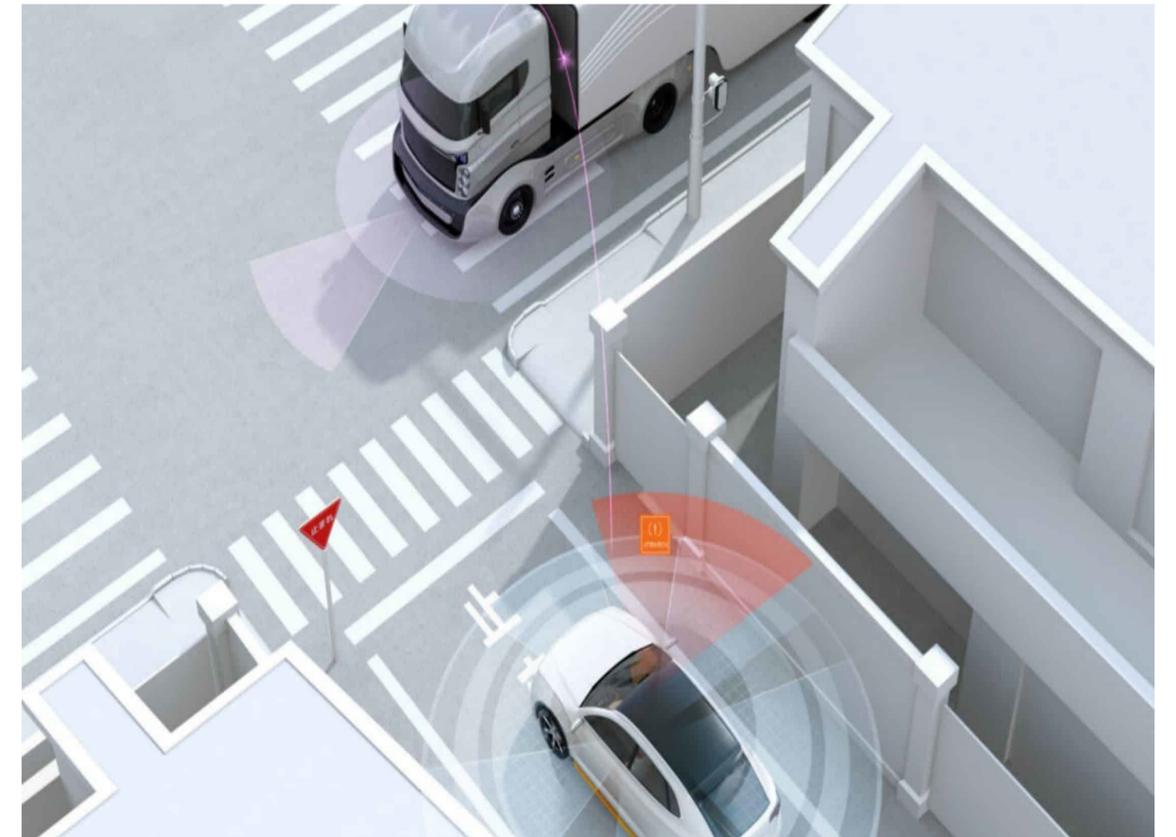


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# AV Crashes & Safety Oversight

- AV crashes receive *disproportionate media attention*
- Human drivers = majority of roadway fatalities
- AV systems reduce some crash types and introduce new risk categories – reduce distraction & impairment crashes; introduce sensor, software, mapping, edge case risks
- Federal investigations led by NHTSA and NTSB
- Safety reporting standards inconsistent across states



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# Who Is Responsible and Who Pays When an AV Crashes?

## A Case Study of the Tempe, AZ Tragedy & More

### Transportation Lawyers Association Digest (Nov. 2025)

- 2018 Uber AV fatality during ADS testing mode in Tempe
- ADS detected pedestrian 5.6 secs before impact but misclassified object
- Emergency braking system disabled in automated mode
- Safety driver distracted and later pled guilty to endangerment
- No criminal charges filed against Uber corporate entity
- NTSB cited automation complacency and inadequate safety culture
- Exposed intersection of human oversight and system design responsibility
- Highlighted regulatory gaps and lack of uniform federal AV standards
- Subsequent \$329M Tesla Autopilot verdict signals increased scrutiny

THE TRANSPORTATION LAWYERS ASSOCIATION  
TLA Feature Articles and Case Notes

### When an AV Crashes, Who is Responsible and Who Pays? A Case Study of the Tempe, Arizona Tragedy

Matthew W. Daus\* and Alan M. Steinberg\*\*



and public accountability for decades to come.

#### Accident Overview and Scene Conditions

On the night of March 18, 2018, Uber's autonomous test vehicle was conducting a routine loop through downtown Tempe in self-driving mode. Rafaela Vasquez, the designated operator, sat behind the wheel, hands and feet disengaged, with the responsibility of monitoring the vehicle's performance and intervening if necessary.

As the vehicle approached the north-bound Mill Avenue bridge just before 10 p.m., it traveled at approximately 39 miles per hour.<sup>1</sup> At that moment, Elaine Herzberg, a 49-year-old pedestrian, began to cross the street from a dark median, outside of any marked crosswalk.

Uber's automated driving system (ADS) first detected an object that turned out to be Herzberg 5.6 seconds before impact. However, the system failed to accurately classify her as a pedestrian, repeatedly misidentifying her as a "bicycle," "vehicle," or "other" object. As a result, the ADS never triggered the vehicle's emergency braking protocol. Instead, it issued an auditory alert to the safety driver just 1.2 seconds before impact.

Vasquez looked up only one second before the collision. By then, it was too late. The vehicle struck Herzberg, who died from her injuries.

The surrounding conditions raised questions about visibility and roadway

As autonomous vehicle (AV) technology advances from pilot programs to real-world deployment, questions of legal accountability and civil liability become increasingly urgent. If a self-driving system fails and someone is injured or killed, who bears responsibility: the human operator, the vehicle's software, the company that programmed it, or the government that allowed it on public roads?

These questions were cast into sharp relief by the 2018 Tempe, Arizona crash, in which a pedestrian was struck and killed by an Uber autonomous test vehicle—the first recorded fatality involving a fully self-driving car. More recently, the stakes escalated with a \$329 million jury verdict against Tesla in a fatal 2019 crash involving its Autopilot system, signaling potential growing public and judicial scrutiny of advanced driver-assistance technology manufacturers.

This article examines the Tempe tragedy as a case study in evolving liability, explores how courts and lawmakers are beginning to respond, and highlights new legislative efforts in states like Tennessee and Michigan. As AVs blur traditional legal distinctions between human and machine operation, transportation lawyers face a rapidly shifting terrain, one that will define product liability, regulatory compliance,

While the lighting system in the area was partially operational—five of the six light poles were working—the street was not fully illuminated. The crash occurred in a section of the roadway marked with four posted signs prohibiting pedestrian crossing, but notably, no crosswalk was present at the scene. Despite these conditions, independent experts concluded that Herzberg was visible and unobstructed, and that the operator had a clear line of sight for the entire 5.6 seconds before the collision.

#### Driver Behavior and Human Factors

The investigation revealed the operator streamed a television program for over 30 minutes before the crash. In the final three minutes before impact, Vasquez looked down 23 times, with several of those glances lasting more than six seconds. At the precise moment of the collision, her eyes had reportedly been off the road for nearly six continuous seconds.

These findings underscore significant concerns about human factors in semi-autonomous vehicle operation, particularly the efforts with respect to supporting driver engagement in Level 2 and Level 3 assistance systems as defined by the SAE J3016 standard. In such systems, the vehicle is capable of performing key driving tasks, but human supervision and intervention remain necessary.

\* Windels Marx Lane & Mittendorf, LLP (New York, NY)  
\*\* California Department of Transportation (CA)

# Legal Issues & Emerging Technologies: AV Public Transit Partnerships

## TCRP Legal Research Digest (Oct. 2022)

- Guidance and resources for legal changes
- Explores benefits of tech advancements: costs, safety, mobility, efficiency

## Regarding AVs:

- Liability shifting from driver negligence → manufacturer/ADS product liability (Tempe + Tesla verdict signal turning point)
- SAE Levels 3-5 complicate fault → system vs. human monitoring
- Insurance models outdated → need hybrid commercial + product liability structures
- Government exposure limited by sovereign immunity + statutory damage caps



<https://tinyurl.com/299vdp5u>  
**2023 Webinar:** [vimeo.com/834744785](https://vimeo.com/834744785)

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# State of AV Insurance

- **Traditional auto insurance assumes** a human driver is at fault & liability is based on negligence
- **AVs disrupt this model, shift fault to:** vehicle owner, fleet operator, software developer, vehicle manufacturer, component supplier?
- Automation increases, risk moves from driver negligence to product defect/software failure
- More claims may become product liability cases
- Liability is fact-specific and often unresolved in litigation
- **There is no federal insurance regime for AVs**, insurance remains state-based



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# State of AV Insurance: Commercial Deployment of Fully Automated Vehicles (Level 4-5)

- For companies operating robotaxis (e.g., Waymo, Zoox), the insurance structure generally includes:
  - Commercial auto liability insurance
  - High liability limits (often \$1M–\$5M+)
  - Umbrella/excess coverage
  - Product liability coverage
  - Cyber liability coverage
- States typically require insurance similar to or higher than TNC standards



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# State of AV Insurance: Privately Owned Vehicles with ADAS (Level 2-3)

- Most personal vehicles today (e.g., Tesla Autopilot,) still require human supervision
- **Insurance model:** Treated as conventional vehicles; personal auto insurance applies; driver remains legally responsible in most states
- **No state has a separate insurance framework for these vehicles**



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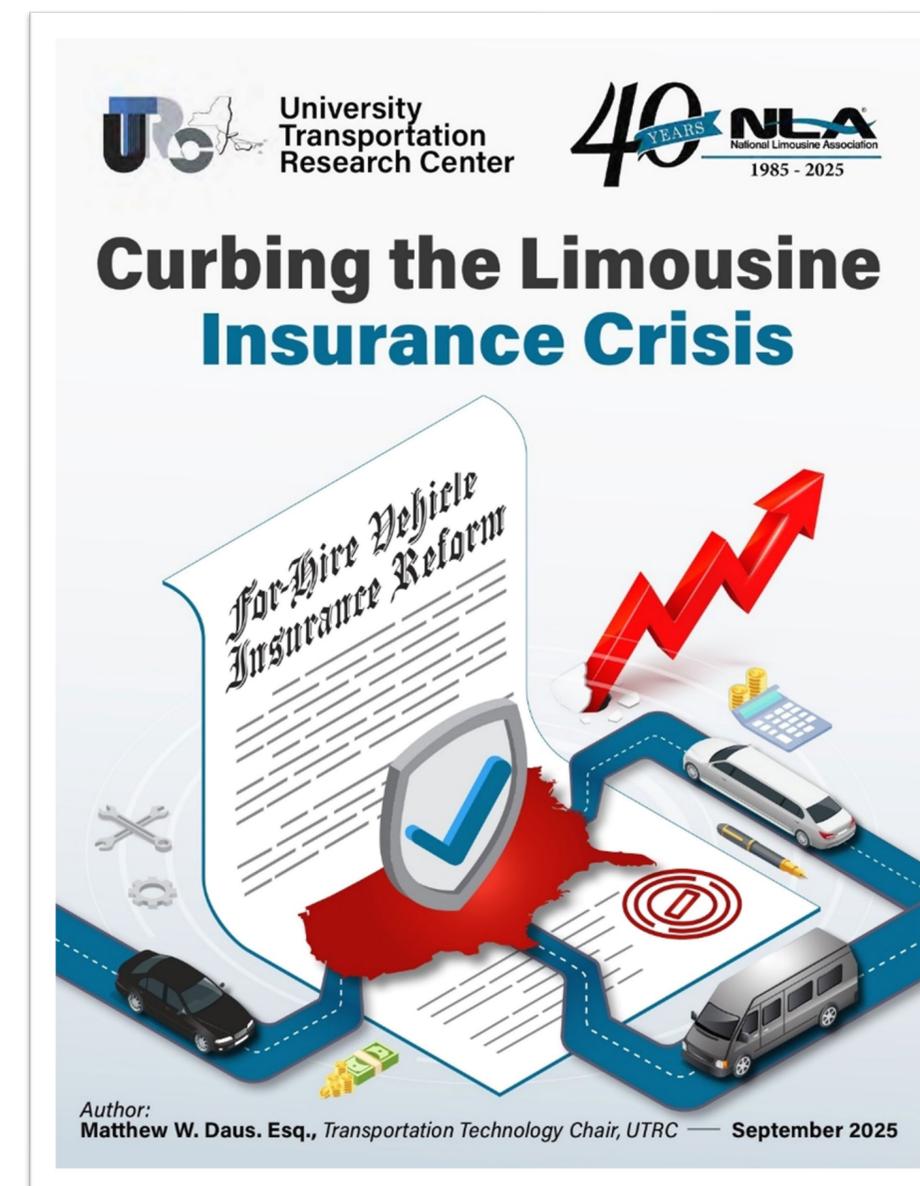
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# Are AVs an Answer to the Insurance Crisis?

- Legal research + commercial auto insurance rate trends/cost drivers
- Recommendations on tort reform including limiting vicarious liability, capping non-economic damages, regulating 3<sup>rd</sup> party litigation funding
- Recommendations on regulatory/insurance measures including reforming PIP/no-fault mandates, modernizing rate approval, safety programs in underwriting
- **Goal: Reduce excessive litigation & fraud, stabilize premiums, attract insurers, and ensure fairer market conditions for safe operators**

[utrc2.org/publications/nyc-taxi-hire-vehicle-insurance-crisis-root-causes-solutions](https://utrc2.org/publications/nyc-taxi-hire-vehicle-insurance-crisis-root-causes-solutions)



# What Regulators Are Saying and Doing

- **CPUC Deployment Oversight**: Managed expansion of driverless fare collection
- **DMV Requirements**: Mandatory testing/deployment permits and updated safety event reporting
- **State Reporting**: Mandatory incident data and "safety-relevant event" logs in high-volume states
- **First Responder Plans**: Required Law Enforcement Interaction Plans (LEIP) with 24/7 remote links



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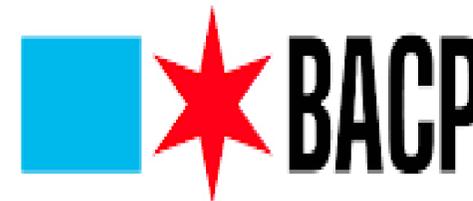
# IATR's Mission: "Multi-Modal Mobility Innovation for All!"

**Goal:** To engage in activities to further the principles of affordability, accessibility, sustainability, health & safety, technology innovation, open public data, sound multi-modal governance



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**THE ONLY GROUP OF ROBOTAXI REGULATORS IN THE WORLD!**



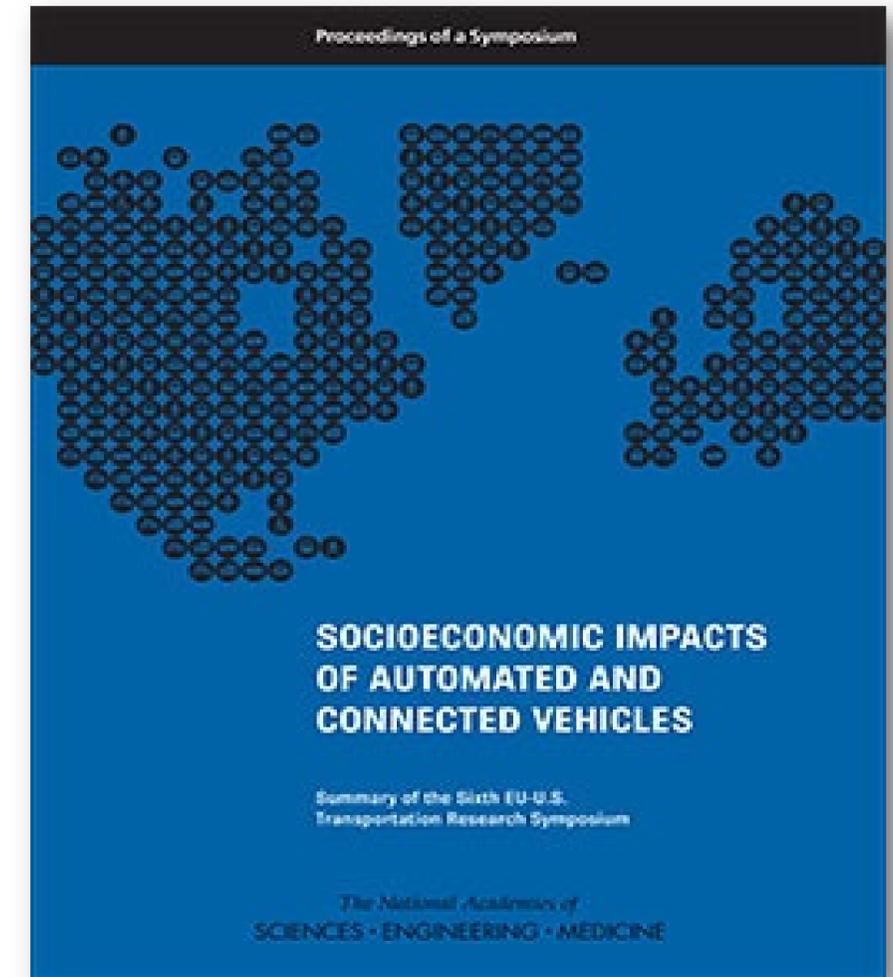
# Socioeconomic Impacts of Automated & Connected Vehicles

## 2018 Symposium Hosted by TRB and European Commission

- Discussions on pace, scope, impacts of connected and automated vehicles and shared mobility (CAVSM)
- In the U.S. vs. Europe

## Key Focus Areas

- Data privacy & access
- Safety & security
- Economic & workforce issues
- Affordability & underserved communities



<https://tinyurl.com/2p9b4bxt>

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# IATR AV Guiding Regulatory Principles

- Safety
  - Sustainability
  - Affordability and Accessibility
  - Data Privacy and Workforce Development
  - Governance and Implementation
  - Transportation Planning & Zoning
  - Workforce Development & Minimizing Labor Displacement
  - Business Models
  - Risk, Liability & Insurance
- IATR AV Working Group formed and began outline & scoping at 2019 IATR Conference
  - IATR held international hearing on “guiding principles” for robotaxis on December 15, 2021
  - Received comments thereafter; also in 2022 & 2023
  - <https://tinyurl.com/5n7u85d8>



# Risk, Liability & Insurance: Economically Protecting All Road Users

No victim of an AV crash should be without insurance or other form of redress for injuries sustained

- Regulators & industry should develop uniform approach that may include victims' compensation funds or systems, clear products liability statutes, new forms of insurance to assess & assign risk appropriately, with responsibility resting primarily with manufacturer and/or operator



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# Workforce Development & Minimizing Labor Displacement

## AV Use in Taxi & FHV Sectors Should Ensure:

- Employment opportunities are available for retraining drivers—Testers or to assume other roles
- Ensure removal of physical driver from vehicle is a **phased process**
- Loss of property, earnings, retirement benefits are minimized
- For taxi medallion systems, that such medallions be purchased/operated as integral part of system—removal of driver will lead to increased revenue for owners & drivers



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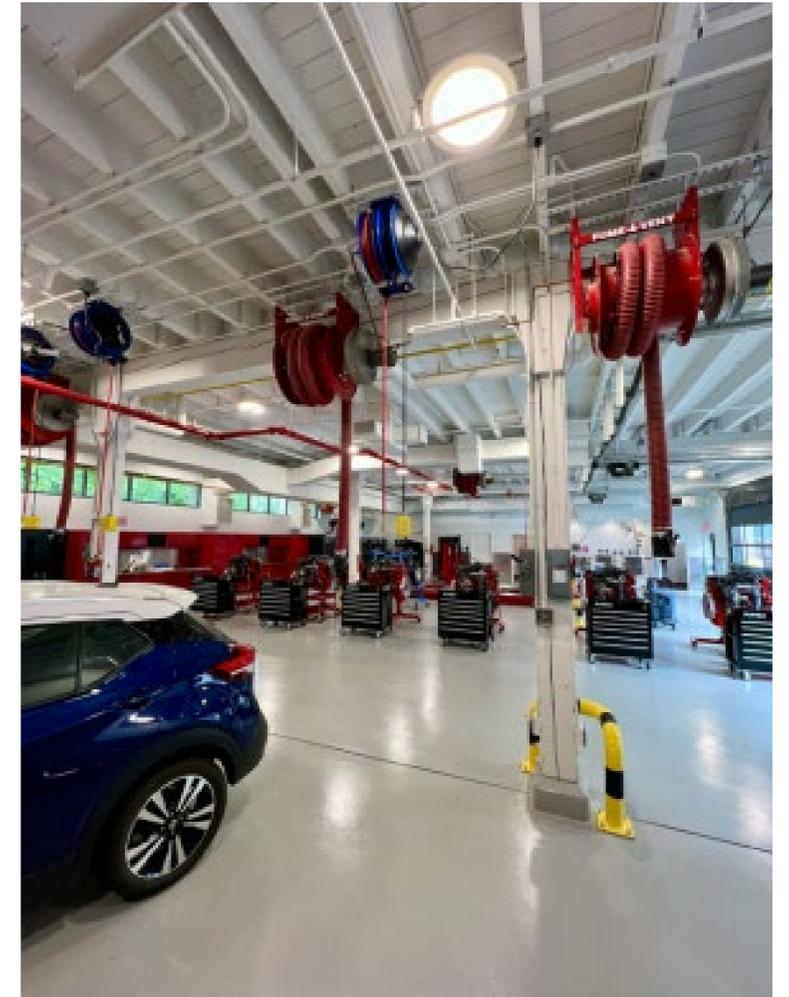


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# UTRC-City University of New York Bronx Community College AV Training Program

- Enhancing AV training curriculum at BCC's Automotive Technology Program
- AV training curriculum development within BCC's existing Automotive Technology Program
- Providing hands-on skills in repairing, maintaining AVs
- Prepares automotive technicians for AV & EV industries
- Supported by University Transportation Research Center (Region 2 – NY, NJ, PR) of the City University of New York



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# Union Influence on AV & Trucking Legislation

## California: AB 316/AB 2286

- Teamsters led effort to require human in heavy AV trucks; passed legislature but vetoed by Gov. Newsom

## Federal – SELF DRIVE Act : (drafts, 2017-2023, now 2026)

- Teamsters & allies lobbied to exclude trucks from fed AV bills; kept trucking rules at state level, limiting fed preemption

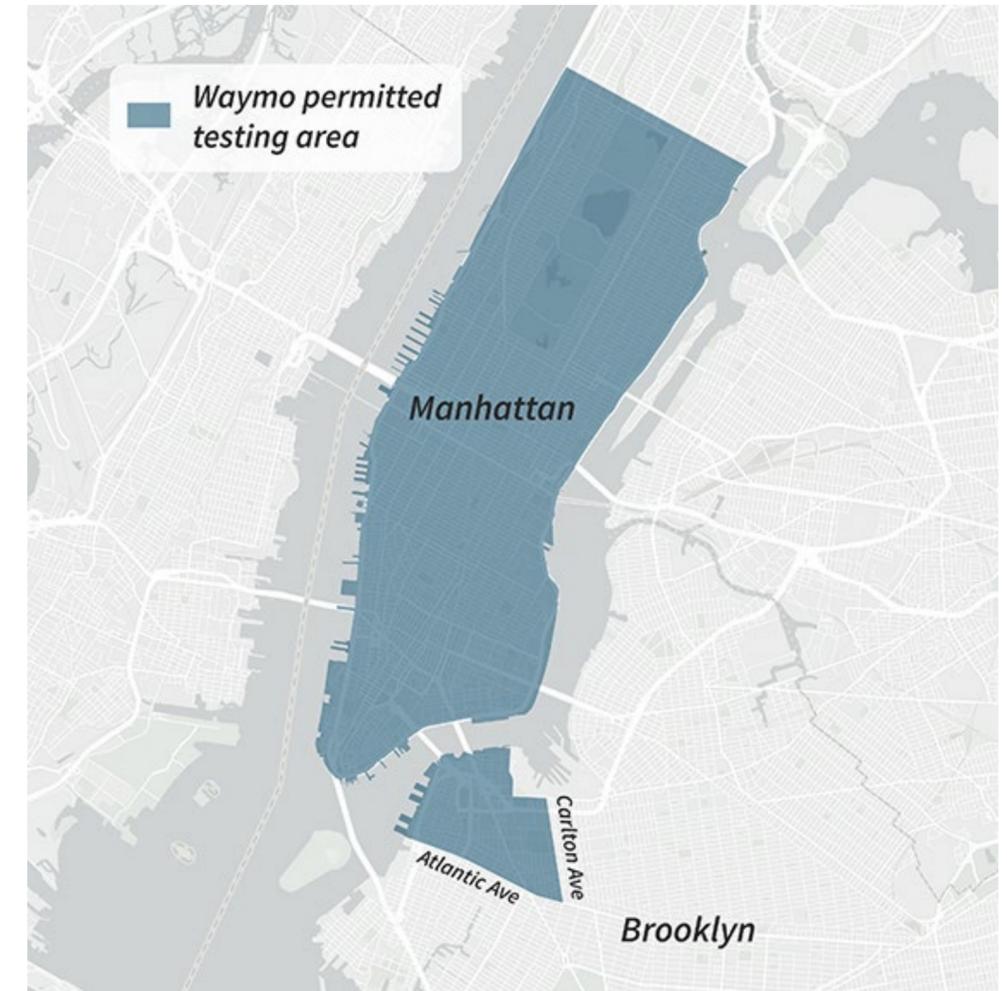
## Texas: (2023 legislative session)

- Teamsters opposed bills that would have reduced liability for autonomous truck operators; Influenced amendments preserving safety & accountability requirement
- ***Organized labor can shape AV policy***
- ***Early engagement with unions can prevent conflict and support balanced deployment***



# New York Case Study: Are AVs DOA?

- NYC permits testing only, requiring insurance & human driver
- Waymo has NYC's only permit – valid through March 2031; 8 vehicles in Manhattan & Downtown Brooklyn
- TLC retains authority over for-hire vehicle licensing
- Labor organizations actively engaged in AV opposition and recently blocked and caused Governor Hochul to withdraw her proposal to allow AVs to test and deploy in Upstate New York (coalition led by BCAC/Ira Goldstein, with the Independent Drivers Guild, organized labor and livery groups)
- **NYC Int 0094-2026** to require NYC TLC to make rules for AVs as taxis—licensing, safety, standards, trip reporting, insurance
- **SB S344** to allow AV operation on public roads



# IATR 2026 – AV City: Autonomous Mobility

**September 14–17 | Vdara Hotel | Las Vegas**

- 39th Annual Conference of the only global association of robotaxi regulators
- Nevada: first state to authorize AV testing and active robotaxi market
- Bringing regulators, industry, labor, and policymakers together to guide AV integration



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# Keep Up With AV Regulatory & Industry Trends



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Daily Transportation News | February 23, 2026

## Court Ruling Strengthens Case for Auto Insurance Reform in New York



Image: Don Pollard

In a sweeping decision, a metro area judge dismissed eight staged auto accident claims, exposing an organized fraud ring that targeted New York's No-Fault insurance system and contributed to higher car insurance costs for law-abiding drivers.

"This case shows exactly how fraud rings exploit New York's no-fault insurance system and stick law-abiding drivers with the bill," said former NYC Taxi & Limousine Commissioner **Matthew W. Daus**. "Staged crashes, fake medical claims, and legal manipulation don't just hurt insurers -- they raise costs for every New Yorker. Governor Hochul's reform plan is designed to stop this exact kind of abuse."

The ruling comes at a pivotal moment as Governor Kathy Hochul proposed a reform plan that directly targets the very tactics exposed in this case -- staged car accidents, insurance fraud, and litigation abuse -- which have been identified as key contributors to New York's auto insurance affordability crisis in recent reports by the Insurance Information Institute (Triple-I), the Chamber of Progress, and the Partnership for New York City.

In the civil case, *Integon v. Salazar-Ochoa*, Suffolk County Supreme Court Justice Maureen T. Liccione ruled that the insurer was not responsible for claims tied to what the court found to be a coordinated scheme involving "junkier" cars, commercial box trucks, and a network of over 100 medical providers. The decision offers a rare and detailed look at how organized auto insurance fraud directly contributes to New York's skyrocketing high insurance premiums.

"...insurance fraud is not a victimless crime. Because premium increases partly incorporate fraud costs, insurance fraud hurts all policyholders, not just insurers," wrote Justice Liccione in her decision.

Source: Empire Report  
[Click Here to Read More](#)

Windels Marx Transportation Practice Group News Feed - Volume

7 (2026), Edition 34

### INTERNATIONAL NEWS

**Taxing the Oil Economy in Kazakhstan**  
 Beginning in 2026, Kazakhstan plans to introduce enhanced oversight of citizens' mobile



## Taxis and England: What Are the Questions Councils Face as Part of Government Taxi Licensing Consultation to Redefine Authority Regions?



Image: Ralf Bahrtsch

Local authorities are being pressed to account in detail for the financial, staffing and enforcement consequences of a proposed overhaul of taxi and private hire vehicle licensing, under a consultation launched by the Department for Transport that could reshape how the sector is regulated in England.

The consultation, which opened on 8 January and runs until 1 April 2026, examines whether responsibility for taxi and private hire licensing should be transferred from the current patchwork of district, unitary and metropolitan councils to local transport authorities. If implemented, the change would reduce the number of licensing authorities from 263 to around 70, aligning licensing with the same bodies responsible for producing statutory local transport plans.

Ministers argue that the current structure, rooted in legislation dating back to the mid nineteenth century, no longer reflects modern travel patterns or the way taxi and private hire services operate. Passengers routinely cross council boundaries for work, education and leisure, while drivers and operators increasingly licence in areas other than where they predominantly work. The Government says this "out of area" working complicates enforcement and creates incentives for drivers to seek licences based on cost or speed rather than local accountability.

Source: TaxiPoint  
[Click Here to Read More](#)

## NHTSA Requests Comments Guiding U.S. Government Position on Global Technical Regulation (GTR) for Automated Driving Systems (ADS)



The **National Highway Traffic Safety Administration (NHTSA)** is inviting public input on the U.S. government's position regarding **United Nations Economic Commission for Europe (UNECE)** draft Global Technical Regulation (GTR) for Automated Driving Systems (ADS), in preparation for a UN working group vote this June.

NHTSA welcomes comments on the draft regulation's technical feasibility, how well it aligns with U.S. safety standards (FMVSS), its impact on innovation within the country, and any relevant technical, scientific, or economic evidence that either supports or questions the regulation. The draft regulation outlines these areas in detail which include:

- General Requirements for ADS-equipped vehicles: including requirements for the ADS to perform the Dynamic Driving Task, or DDT;
- The safety of interactions between the User and ADS;
- Manufacturer requirements, including the overall Safety Management System under

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# How to Future-Proof the Industry as AVs Evolve

## *Education, Participation, Unified Strategy, Collective Voice*

1. **Become Knowledgeable:** Operators and associations must know and participate in local, state, and airport dialogue on AV.
2. **Develop/enhance relationships with regulators, airports, and government stakeholders.** *(push back on illegal operators)*
3. **Future-Proof the Business:** Focus growth on safest profit, vehicle, service silos, and geographic areas. *(written evolving plan)*
4. Establish **user sentiment** among our major client groups: GBTA, BTN.
5. Evolving our businesses involves: **education, strategy, transition, partnerships, and opportunities.**
6. **Continue to educate ourselves** on AV deployments, developments, technology, and vehicle manufacturing.
7. Develop or participate in an **industrywide national private luxury/autonomous livery technology platform.**

### Collectively:

- State associations coordinate local and regional-education, information, and messaging with the NLA.
- Develop a comprehensive, coordinated and unified national strategy to assure positioning at every airport.
- Participate with other transportation, mobility, robotaxi regulators (IATR), and AV industry groups.

# A Vision of Autonomous Livery

Already Unveiled 2028 Cadillac Escalade IQ/AV



At a special technology-focused event in New York city dubbed "GM Forward," CEO Mary Barra and other top executives rolled out a series of high-tech announcements across its vehicle, battery, home energy, and robotics businesses.

The biggest news for car fans is that "hands off, eyes off" will debut in 2028, in the [Cadillac Escalade IQ](#)

**MOTORTREND**

Rendition of a Cadillac Escalade IQ/AV- NURO AV Technology



What would autonomous private livery vehicle look like: Above is a futurist rendering ONLY of a Cadillac Escalade IQ with the same NURO Package as Uber/Lucid/Gravity

**This is NOT a project in development**

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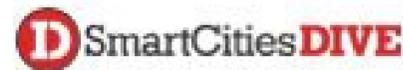
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# AV Information Sources



[theavindustry.org](http://theavindustry.org)



[smartcitiesdive.com](http://smartcitiesdive.com)



[airportindustry-news.com](http://airportindustry-news.com)



[futuretravelexperience.com](http://futuretravelexperience.com)

Driverless Commute

[thedriverlesscommute.com](http://thedriverlesscommute.com)



[chauffeurdriven.com](http://chauffeurdriven.com)



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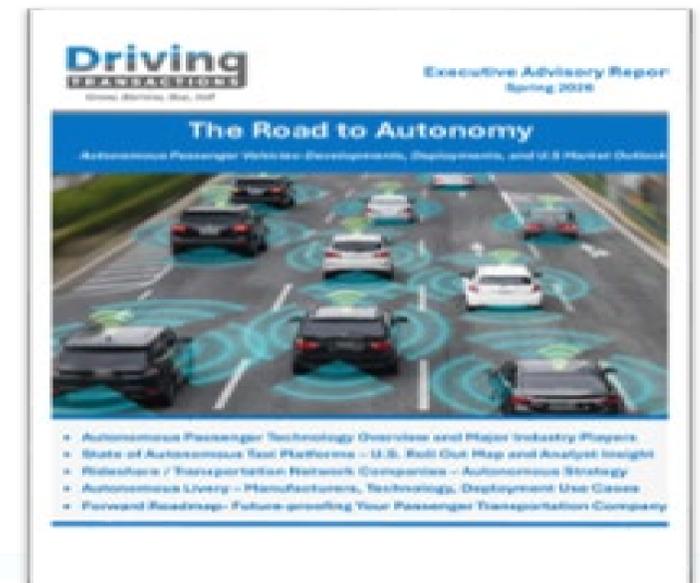


[drivingtransactions.com](http://drivingtransactions.com)



[iatr.global](http://iatr.global)

Watch for our First Advisory Report on Autonomous Passenger Vehicles  
Due out 06/01/26—check our website



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**What does all this mean to your business  
now and in the future?**

**We want to hear from you!**

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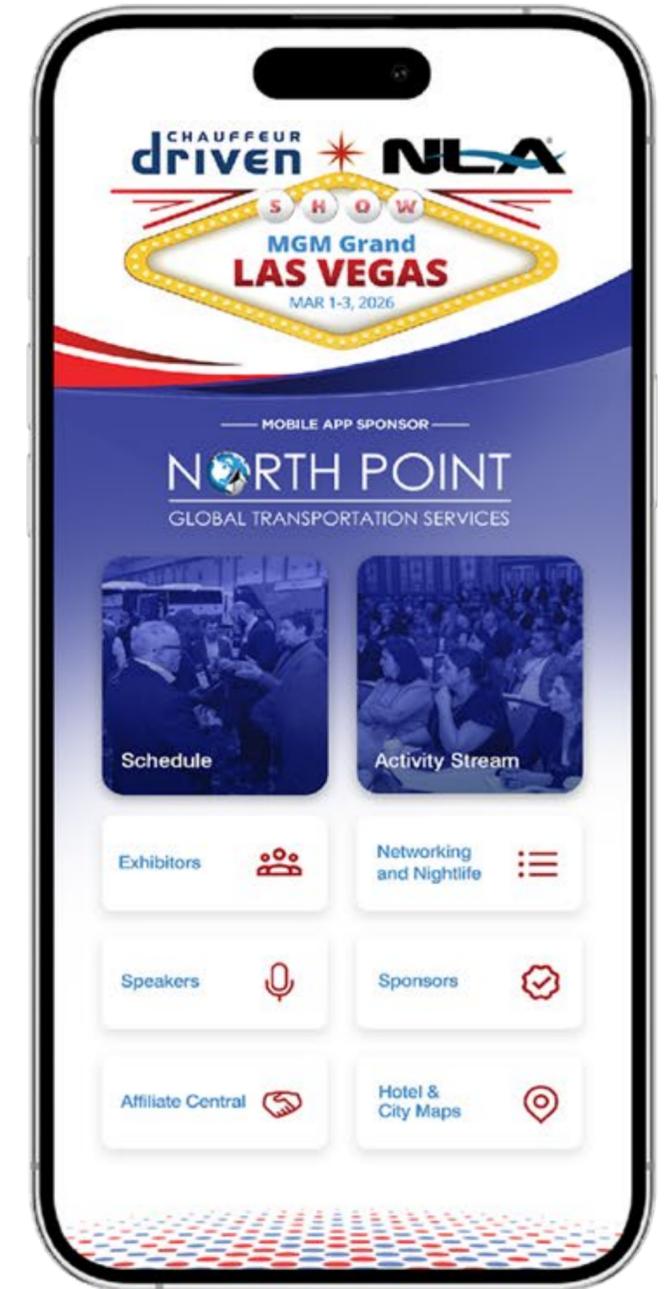
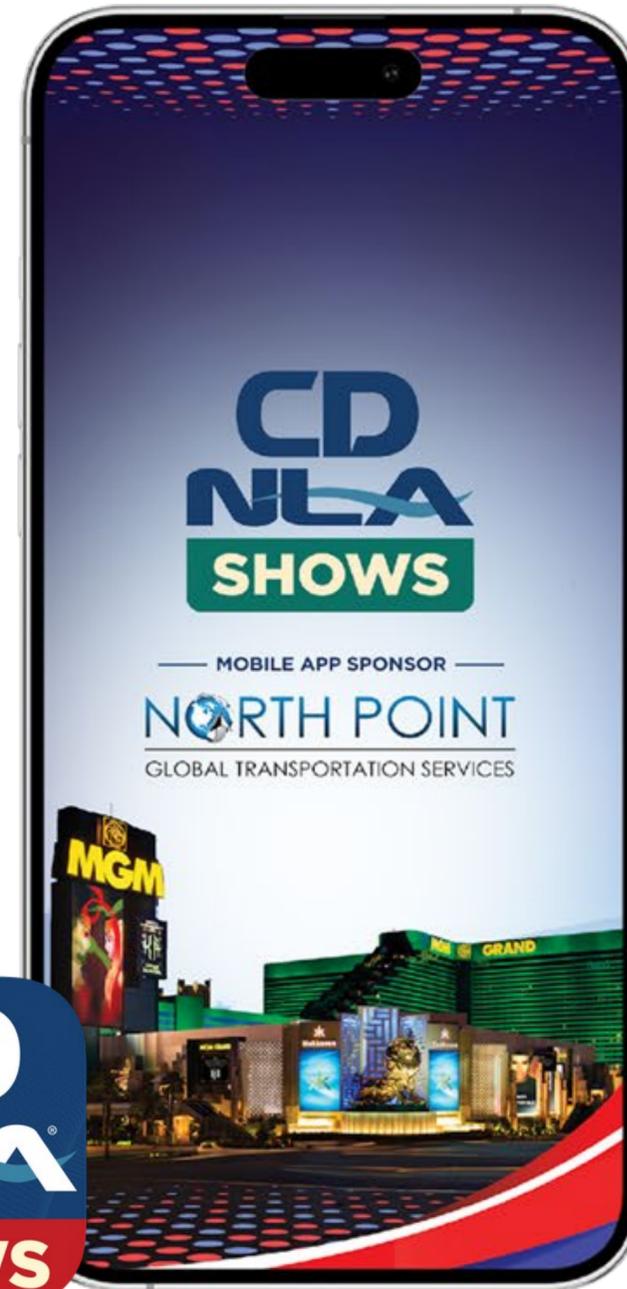


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# Let Us Know How We Did!

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