



January 12, 2026

The Honorable Brett Guthrie
Chairman
Committee on Energy and Commerce
U.S. House of Representatives
2125 Rayburn House Office Building
Washington, DC 20515

The Honorable Frank Pallone, Jr.
Ranking Member
Committee on Energy and Commerce
U.S. House of Representatives
2125 Rayburn House Office Building
Washington, DC 20515

Dear Chairman Guthrie and Ranking Member Pallone,

On behalf of the Autonomous Vehicle Industry Association (“AVIA”), I am writing to express our strong support for Representatives Bob Latta’s and Debbie Dingell’s *Safely Ensuring Lives Future Deployment and Research In Vehicle Evolution* (“SELF DRIVE”) Act of 2026. AVIA commends Representatives Latta and Dingell for their leadership on this issue and we strongly encourage the Committee to move forward with this important piece of legislation.

As an organization, AVIA is committed to bringing the tremendous safety and mobility benefits of autonomous vehicles (“AVs”) to consumers in a safe, responsible, and expeditious manner. AVIA’s membership is comprised of the world’s leading technology, automotive, ridesharing, trucking, and transportation companies.¹ Vehicles operated by AVIA members have driven more than 145 million autonomous miles on U.S. public roads, a distance roughly equivalent to the average distance between Earth and Mars or driving around the Earth 5,600 times.² This figure is growing every day. AVs will play a pivotal role in addressing critical challenges facing our nation, including by reducing the persistent and unacceptable level of traffic fatalities in our country, increasing transportation access, enhancing supply chain efficiency, reviving our industrial capacity, creating jobs, and expanding economic output. To fully realize these benefits, however, a supportive federal policy framework that helps accelerate the safe deployment of the technology across the country is essential.

The SELF DRIVE Act of 2026 would further this goal by enabling the safe and timely deployment of AV technology nationwide and solidifying the United States as the global leader in this transformative field. American leadership on AVs is being challenged by strategic competitors,

¹ Our members include Amazon, Aurora, AVRS, Avride, Bot Auto, Cavue, Discount Tire, DoorDash, Ford, Gatik, GM, Honda; International, J.D. Power, Kodiak, Lyft, Motional, NGV, Nuro, Plus, Stack, Tier IV, Torc Robotics, TaskUs, Terawatt Infrastructure; Uber, UPS, Volkswagen Group of America, Volvo Cars, Volvo Autonomous Solutions, Waabi, Waymo, and Zoox. See *Our Mission and Members*, AUTONOMOUS VEHICLE INDUS. ASS’N, <https://www.theavindustry.org/about> (last visited January 12, 2026).

² AUTONOMOUS VEHICLE INDUS. ASS’N, STATE OF AV 2025, (May 2025), https://cdn.prod.website-files.com/67ee2ad971d86c70d02ed03f/683802d318db2c77d4ce3d43_2025_StateOfAV_AnnualReport_Web.pdf.

including the People's Republic of China. China is determined to supplant U.S. leadership on AVs and set global technological standards in the future. Congress can support U.S. ingenuity and innovation by passing the SELF DRIVE Act.

The Act would update key regulations and establish statutory programs to support the ongoing development and deployment of AVs by:

- Requiring manufacturers of automated driving systems (“ADS”) and ADS-equipped vehicles to produce an ADS “Safety Case” that provides documented, reviewable safety justifications for their ADS, including set minimum operational competencies, before their systems or vehicles can be sold or deployed in the United States.
- Ensuring the security of AVs by requiring manufacturers to produce a written cybersecurity plan describing how the manufacturer detects, prevents, and responds to cyberattacks, unauthorized intrusions, and malicious vehicle control commands.
- Allowing ADS-dedicated vehicles—which are designed to be operated exclusively by an ADS within specific operational parameters—to be manufactured without traditional human driver controls, while requiring that, when designed to carry an occupant, such vehicles include a means for an occupant to command a vehicle to safely stop and allow them to exit the vehicle. This provision would greatly advance the ability of autonomous vehicle companies to develop accessible vehicles for people with disabilities.
- Establishing a National AV Safety Data Repository to formalize and standardize ADS crash reporting, which would improve access to safety data for federal and state agencies and increase public transparency. The National AV Safety Data Repository would also provide state transportation regulators with a greater understanding of incidents involving autonomous vehicles.
- Modernizing federal law related to vehicle testing and evaluation to accommodate AVs and allow for carefully controlled commercial activity as part of AV testing, while protecting testing exemptions from being misused as a substitute for regulatory compliance at scale.
- Allowing AVs to temporarily deactivate human driver controls during automated operation, without violating existing “make inoperative” restrictions under federal regulations, while preserving the requirement that human controls can be restored if needed. This provision is important to ensure that innovative safety and technical developments can be adopted into vehicles in autonomous operation.

AVIA appreciates in advance the Committee's consideration of this transformative bill. AVIA looks forward to working with Representatives Latta and Dingell, the Committee, and Congress more broadly to ensure the safe and timely deployment of AVs and American leadership in this critical technology.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Jeff Farrah', with a stylized, flowing script.

Jeff Farrah, CEO
Autonomous Vehicle Industry Association