### Agenda

**Highly Autonomous Vehicles Pre-Conference**

NCSL Capitol Forum  
Room: Carousel  
Dec. 10, 8:15 a.m.-12:30 p.m. | Coronado, Calif.

This pre-conference is made possible by the support of the Charles Koch Foundation.

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<td>8:15-8:20 a.m.</td>
<td><strong>Welcome and Introductions</strong></td>
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| 8:20-9:20 a.m. | **State/Federal Nexus for HAV Technology and Development**  
Traditionally, the roles of federal, state and local governments have been fairly clear in the regulation of motor vehicles. This session will explore these traditional roles and how they may perhaps change in the future. Attendees will develop a deeper understanding of the debate surrounding the appropriate roles for the different levels of government in the regulation of HAVs.  
**Chris Murphy**, regional administrator, region 9, National Highway Traffic Safety Administration  
**Curt Augustine**, director, policy and government affairs – California office, Alliance of Automobile Manufacturers  
**Dan Mahaffee**, senior vice president, director of policy, Center for the Study of the Presidency & Congress  
**Moderator: Ben Husch**, NCSL |
| 9:20-10:20 a.m. | **From Idea to Reality: Potential Benefits and Speed bumps**  
HAVs may reduce human error, which causes over 90 percent of car crashes, but the technology will likely encounter speed bumps as it is developed. HAVs may disrupt the current job market in some areas, but they will also open up new opportunities. This session will look at some of the potential safety and economic impacts of this technology. The speakers may also explore how the insurance market will need to change, how the public feels about this technology and some of the potential overall impacts on mobility.  
**Ian Adams**, associate vice president of state affairs, R Street Institute  
**David Grow**, counsel, State Farm  
**Moderator: Amanda Essex**, NCSL |
| 10:20-10:30 a.m. | **Break**  
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| 10:30-11:30 a.m. | **Windfall or Scourge: HAV’s Impact on Transportation Funding**  
Improved traffic management, mobility as a service and lawful obedience—all potential benefits of HAVs—may cause havoc with historical funding models. Hear from industry experts and stakeholders about the potential impacts of HAVs on both the inflow of revenues and the emerging demands on infrastructure spending.  
*Adrian Moore,* vice-president of policy, Reason Foundation  
*Ray Traynor,* director of operations, San Diego Association of Governments (SANDAG)  
**Moderator: Kevin Pula,** NCSL |
| 11:30 a.m.-12:30 p.m. | **Conceptual Framework for Considering New Technologies**  
The final session will expand the discussion beyond HAVs to explore how to address the impacts of new technologies, while recognizing that technology will continue to change and develop more quickly than legislation and regulation may be able to keep up with. The session will also discuss how states can provide a level playing field and avoid favoring certain companies, industries or technologies.  
*Adam Thierer,* senior research fellow, Technology and Policy Program, Mercatus Center  
*Glenn Nye,* president and chief executive officer, Center for the Study of the Presidency & Congress  
**Moderator: Stacy Householder,** NCSL |

**NCSL Contacts**

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