“Good Enough to Dream” is the title of a book on minor league baseball players. It was written by Roger Kahn, and first published in 1985. The premise of the book is that the players are good enough to reach the stage where it is realistic to think and even dream of making it to the big leagues. In the same way, automated vehicles have developed past the stage of future fantasy and it is possible to start talking about their realistic deployment and implications.
Open Invitation: Michigan’s Legislation
What does the law provide?

- Public Acts Nos. 332, 333, 334 and 335 passed the legislature very nearly unanimously in 2016. Only two “Nay” votes were registered by individual legislators during the entire process.

- The acts provide:
  - The “test only” restriction has been amended to allow both testing and deployment on public roads.
  - Vehicle platoons are allowed if a plan is submitted to MDOT and State Police and not rejected by either.
  - On-demand automated vehicle fleets are permitted by manufacturers or other companies meeting certain criteria. (“Uber without a driver”).
  - Revisions were made on liability to safeguard manufacturers from harm from unauthorized modifications, and to safeguard employees such as mechanics when following manufacturer instructions.
  - Creation of the Council on Future Mobility to provide a public/private forum for thoughtful study and recommendations for future policy revisions.
What is not included?

• The Michigan laws do not include a) special driver licenses for automated vehicle operation b) special training protocols for law enforcement and c) disengagement reports requiring notification whenever an automated driving system is turned off during a test. Perhaps most significantly, the laws do not have geographic limits on where automated vehicles can be tested or deployed. MCL 257.665(4) says simply that such vehicles may be operated on public roads.
What observations arose since the acts took effect?

- The quick pace of technological innovation and collaboration challenges government policy makers.
- There is great interest in the goal of providing transportation as a service or subscription.
- There is a strong need for clarity in language and accuracy in describing the technology and its current capacity.
- There is a pronounced desire for testing and deployment by populations currently limited in mobility, and a strong desire to be included early in the design of this technology.
- There will be a need for public infrastructure to change to accommodate some benefits of the new technology.
- The innovations and their prospects do not diminish the ongoing responsibility for infrastructure maintenance, repair and rehabilitation in an era of scarce resources.
What comes next?

- Penalties for cyber security violations.
- Federal legislation including some preemption of state and local actions.
- State policy recommendations from the Council on Future Mobility.
- Resolution of the dispute over DSRC, 5G and the spectrum.
- Revisions as personal ownership of more highly automated vehicles gets closer.