AUTONOMOUS VEHICLE INDUSTRY ASSOCIATION

# STATE OF AV

# 2025

THEAVINDUSTRY.ORG

**Jeff Farrah**
Chief Executive Officer
Autonomous Vehicle
Industry Association

**It is my pleasure to introduce the second annual State of AV report, the leading publication that highlights the remarkable momentum and milestones of autonomous vehicle (AV) innovators across the country.**

Over the past year, the AV industry has expanded its footprint in American communities—delivering safer roads, greater supply chain resilience, and creating new economic opportunities. In these pages, you will find firsthand accounts from industry leaders, new geographic case studies, and never-before-published data on AV deployment. These insights offer a window into an industry that is not only scaling responsibly but also redefining how we move people and goods.

This report arrives at a pivotal moment. AVs are no longer a vision of the future. They operate every day in cities and states from Arizona to Michigan to Florida, in vehicles ranging from passenger vehicles to zero-occupancy delivery robots to long-haul trucks. More than 145 million autonomous miles have been driven on U.S. public roads, and that number is climbing fast.

But the industry's progress is not inevitable. To fully realize the benefits of AVs—safer travel, reduced emissions, improved mobility for people with disabilities and older Americans, and strengthened national competitiveness—we need federal policy leadership. State governments have taken the lead in recent years. That's why AVIA has released *Securing American Leadership in Autonomous Vehicles* and is working closely with policymakers to establish a national policy framework that fosters innovation, ensures safety, and cements U.S. leadership in the global AV race. We know the stakes are high. Each day, over 100 people lose their lives on U.S. roads—largely due to human error. Our supply chains are strained by a growing driver shortage. Millions of Americans still lack access to reliable transportation that will open economic opportunities. AVs are already proving they can help solve these challenges. And as this report shows, the companies behind this technology are ready to lead.

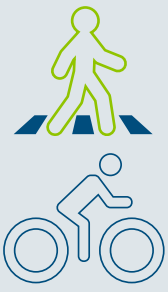
**Thank you for reading State of AV. The future of transportation is here—and it's autonomous.**

# OUR MISSION

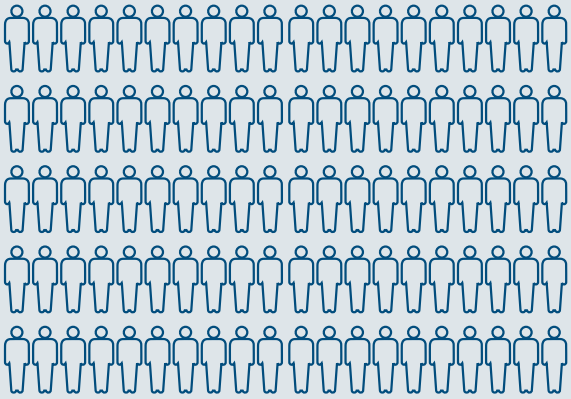
**The Autonomous Vehicle Industry Association's** mission is to advocate for the safe and timely deployment of autonomous driving technology. AVIA is the unified voice of the diverse companies working toward a world where safe and trusted AVs increase road safety, boost supply chains, and improve mobility opportunities for all.

Autonomous vehicles (AVs) will dramatically improve safety on our roads and highways.

**Passengers & Other Drivers**



**Pedestrians & Cyclists**



In 2023, nearly **41,000 people died** on U.S. roads in crashes.

**That's over 112 PEOPLE every day.**

Equipped with advanced sensors and 360-degree views and programmed as model drivers, AVs do not drive drowsy, distracted, impaired, or recklessly.

## Overwhelming Majority

**OF MOTOR VEHICLE CRASHES ARE CAUSED BY HUMAN ERROR.**

## AVIA SURVEYED ITS MEMBERS TO UPDATE AV INDUSTRY DATA AND TRENDS. WE FOUND:

AVs HAVE DRIVEN MORE THAN

**145 MILLION MILES**

ON U.S. PUBLIC ROADS

As of May 2025.

**2X INCREASE**

in miles driven since last reported in June 2024

=

THAT'S EQUIVALENT TO THE AVERAGE DISTANCE BETWEEN **EARTH AND MARS**

DRIVING AROUND THE EARTH MORE THAN **5,600 TIMES**

Operations

Testing

**TOP STATES FOR AV EXPANSION**

- Arizona
- Arkansas
- California
- Florida
- Georgia
- Michigan
- Mississippi
- Nevada
- North Carolina
- Oklahoma
- Tennessee
- Texas
- Utah
- Virginia

**STATES WITH BEST REGULATORY ENVIRONMENTS FOR AVS**

- Arizona
- California
- Florida
- Georgia
- Mississippi
- Nevada
- New Mexico
- Oklahoma
- Tennessee
- Texas
- Utah
- Virginia

# AVIA SURVEYED THE CEOs OF MEMBER COMPANIES

**AS IN 2024, WHEN ASKED ABOUT THE BIGGEST CHALLENGES FACING THEIR COMPANY, THE MOST CITED ANSWER WAS "PUBLIC POLICY CHALLENGES".**

***What is the consequential change policymakers could make to support the AV industry?***

## 93.75%

Federal agencies and Congress put in place a federal policy framework to support AV deployment.

***On federal policy, which best captures your sentiment:***

## 81.25%

Optimistic the new political leadership in Washington will make helpful changes to AV policy.

## 18.75%

Do not believe there will be any change in AV policy at the federal level.

# Securing American Leadership in Autonomous Vehicles: A Roadmap for the Future

**To ensure the United States is the global leader in autonomous driving, federal policymakers must put in place a federal policy framework.** To that end, earlier this year AVIA released *Securing American Leadership in Autonomous Vehicles*, a call to action for Congress and the U.S. Department of Transportation (USDOT) to implement forward-thinking policies that support U.S. AV leadership.

## Key Policy Priorities for Federal Leadership

### 1 AV SAFETY, TRANSPARENCY, AND ACCOUNTABILITY

Ensuring safety, transparency, and accountability in AVs is crucial for fostering public trust and widespread adoption. To that end, AVIA is calling on policymakers to create a National AV Safety Data Repository to improve AV data reporting; require a core set of Autonomous Driving System (ADS) behavioral competency requirements to which each manufacturer would self-certify; and require that commercially deployed ADS manufacturers develop, and provide upon request, a safety case.

### 2 ADVANCING AMERICAN LEADERSHIP ON AUTONOMOUS VEHICLES

To maintain American leadership in AVs, policymakers must modernize the Federal Motor Vehicle Safety Standards (FMVSS) and clarify (whether by interpretation and/or regulatory changes) that manual driving controls are not applicable to Level 4 and 5 ADS-dedicated vehicles because they are intended for an in-vehicle human driver.

## 3 SUPPORTING SUPPLY CHAIN RESILIENCY THROUGH AUTONOMOUS TRUCKING

With the U.S. economy expected to move 50% more freight by 2050, autonomous trucks offer significant cost savings and efficiency improvements to reduce bottlenecks. AVIA urges Congress and the Federal Motor Carrier Safety Administration (FMCSA) to codify the 2018 interpretation that the Federal Motor Carrier Safety Regulations (FMCSRs) do not require a human driver to operate or be present in a commercial motor vehicle (CMV) operated by a Level 4 or Level 5 ADS. FMCSA should advance a safety-enhancing solution to allow autonomous trucks to use cab-mounted beacons instead of traditional warning triangles.

## 4 PROTECTING NATIONAL SECURITY WHILE PROMOTING AV LEADERSHIP

To protect national security and maintain U.S. leadership in AV technology, increased investment in U.S.-based manufacturing of AV components, like sensors and software, is critical. This will reduce reliance on foreign suppliers. By supporting domestic innovation and production, the U.S. can maintain its leadership in AV technology while strengthening national security and creating more American jobs.

## 5 SUPPORTING SAFETY REGULATORS WITH ENHANCED RESOURCES

To ensure autonomous vehicles are deployed safely and effectively, federal agencies like the Department of Transportation, National Highway Traffic Safety Administration (NHTSA), and FMCSA must be supported with appropriate resources. These agencies play a crucial role in developing safety regulations, overseeing AV testing, and ensuring new technology meets high safety standards.

The AV industry has invested billions of dollars into autonomous development, and is ready to invest billions more. AV companies are successfully commercializing their technology and safely driving on U.S. roads. But federal inaction threatens this progress and future investment. AVIA's federal framework provides Congress and USDOT with actionable items to support American leadership on AVs.

**Sean Duffy**
Transportation Secretary has stated:

**"We need clear rules that allow innovators to stay in America and develop products that are going to advance autonomous vehicles."**

AVIA strongly agrees. The time for action is now.

The Washington Post

washingtonpost.com

April 2, 2025

In early January, the Autonomous Vehicle Industry Association released a proposed policy framework that aims to speed the transition. And while it's natural to be skeptical of industry group wish lists (lighter regulation, please!), what the group wants is mostly reasonable — things such as clear federal guidelines for autonomous vehicle operation and safety that would offer a single national standard. The association also calls for a national safety data repository to provide a better view of crash incidents involving self-driving cars.

Congress and regulators should act on these requests without delay.

# DESTINATION TEXAS

## The Road Ahead: How Texas is Leading the Way in Autonomous Vehicle Innovation

Graphic: Autonomous vehicles are being tested and deployed safely in communities and highways across Texas.

Texas has solidified its position as a national leader in autonomous vehicle (AV) innovation, driven by a proactive regulatory framework, robust infrastructure, and expanding real-world deployments of this innovative technology. This leadership is reflected in Texas's ongoing efforts to foster technological advancements, attract investment, and improve road safety through cutting-edge mobility solutions.

Texas has emerged as a leader in the deployment of AV technology across multiple sectors, with AVs logging millions of miles on its roads. The state's thriving AV ecosystem is exemplified by Waymo's successful launch in Austin in partnership with Uber, and by Nuro, whose autonomous delivery operations in Houston exemplify its strategy to deploy AV technology with partners across the mobility ecosystem. These efforts demonstrate the scalability and reliability of autonomous ride-hailing and delivery services in diverse environments.

Additionally, Texas serves as a key hub for AV freight operations, helping to optimize supply chains and improve logistics efficiency. Companies like Aurora (I-45 and I-10), Bot Auto (Houston), Gatik (DFW), Kodiak (I-45, I-35, and I-20), Plus (I-35), Stack (I-10 and I-20), Volvo Autonomous Solutions, and Waabi (I-45 and I-35), are actively testing or deploying autonomous trucks on Texas roads and highways, aiming to enhance the safety and efficiency of autonomous trucking transportation. With the nation facing a growing truck driver shortage and increasing freight demands, AV trucking presents a critical solution to strengthening supply chain resilience while maintaining and even expanding job opportunities in the industry.

## *Positive Regulatory Environment*

Texas's role as a leader in autonomous vehicle technology is due in significant part to forward-thinking policies that foster innovation and prioritizing safety. In 2017, the Texas Legislature passed Senate Bill 2205, a landmark piece of legislation that authorized autonomous vehicles to operate on public roads without a human driver, allowing for the testing and deployment of technology and solidifying the state as a top destination for AV development.

Further advancing the industry, the Texas Department of Transportation (TxDOT) launched the Connected and Autonomous Vehicle (CAV) Task Force in 2019, creating a collaborative ecosystem between government, industry, and researchers to drive AV innovation and advance the deployment of the technology. This task force plays a pivotal role in shaping the future of AVs in Texas by facilitating safe integration into the transportation network, streamlining regulatory processes, and educating the public to build confidence in the technology.

## *AV benefits*

The deployment of AVs in Texas is driving significant economic growth and safety advancements. Over the next decade, the industry is projected to create thousands of high-tech jobs and attract billions in investment. AV companies already employ nearly 1,000 Texans. Texas's pro-innovation policies and expanding AV ecosystem continue to draw leading companies and startups, fueling job creation and economic development. Beyond high-paying technical roles, the industry is generating diverse employment opportunities across multiple sectors, from logistics to vehicle maintenance and remote operations.

In addition to its economic benefits, AV technology will make roads safer to make Texas roads safer by reducing traffic crashes and fatalities caused by human error, the leading factor in crashes. The Texas CAV Task Force is spearheading efforts to advance AV safety through research, pilot programs, and industry collaboration, ensuring the responsible and effective integration of AVs on Texas roads.

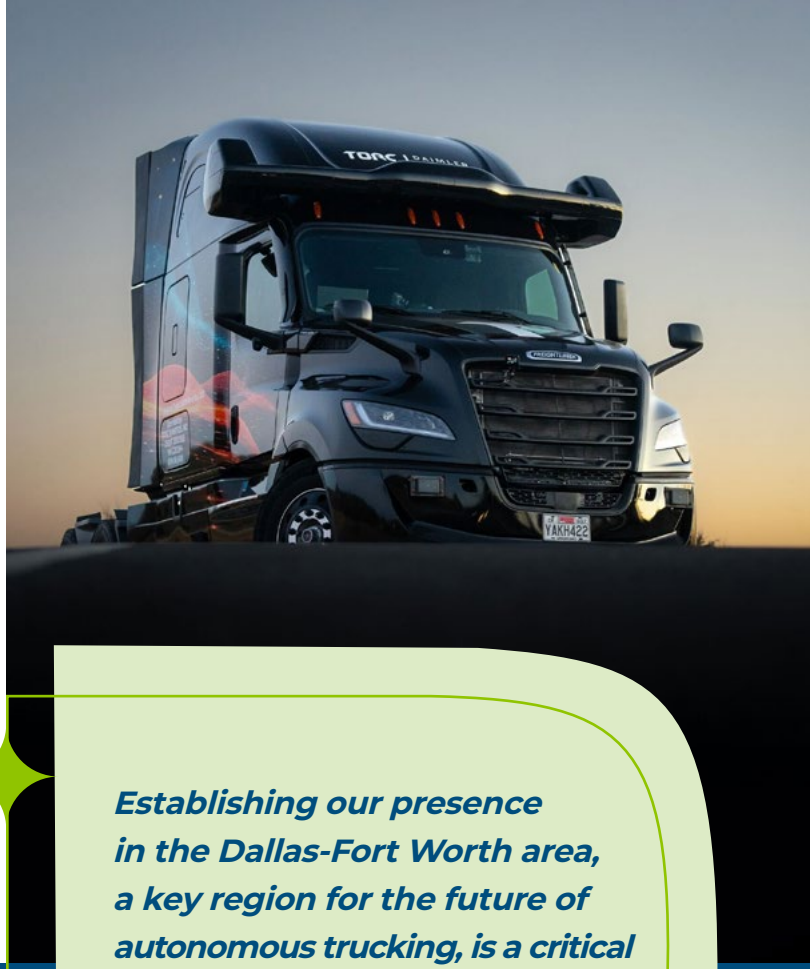




Photos | **Left:** Gatik, Isuzu partner on middle-mile autonomous trucks and **Right:** Volvo Autonomous Solutions' VNL Autonomous Class 8 truck.

## *Future Prospects*

Looking ahead, Texas is well-positioned to sustain its leadership in the autonomous vehicle industry. By embracing emerging technologies and fostering an environment that supports AV expansion, Texas is poised to define the next era of autonomous transportation.



# Spotlight

## *Torc Accelerates AV Trucking Innovation in Texas*

Torc Robotics, a leading developer of autonomous technologies, is advancing innovation in the long-haul trucking industry and expanding its footprint in Texas. In May 2025, Torc opened a new state-of-the-art autonomous trucking hub in the Fort Worth Alliance area. This 18 -acre facility will feature 22,000 square feet and serve as a central hub for its autonomous testing efforts, customer freight activity, and include control centers for fleet and logistics operations.

Torc is testing its autonomous trucks along Interstate 35, from the Ft. Worth hub and eventually expanding south towards Laredo, Texas. Operating along this key freight corridor demonstrates the region's unique importance in enabling safe and scalable AV trucking solutions. Torc's expansion in Texas only strengthens its operational capabilities, while supporting future commercialization plans along major freight corridors in the state.

> ***Establishing our presence in the Dallas-Fort Worth area, a key region for the future of autonomous trucking, is a critical milestone for Torc. As we work toward commercialization, the new hub will give us access to talent, resources and routes that we didn't previously have, and we're excited about the growth opportunities ahead.***
>
> ***Peter Vaughan Schmidt***
> *CEO, TORC Robotics*

Photo | Daimler Truck North America's self-driving fifth-generation Freightliner Cascadia for Torc

# EMPOWERING BLINDED VETERANS

## A Journey with the Blinded Veterans Association and the Promise of Autonomous Vehicles

*By Teresa Galgano, Blinded Veterans Association*

As a blinded veteran, I have dedicated myself to supporting fellow blinded veterans through the Blinded Veterans Association (BVA). This congressionally chartered service organization has been advocating for the rights of blinded veterans for the past 80 years. Our members and national leadership are composed of low vision and blind veterans, all united by a shared mission.

**BVA's mission is profound:** to serve visually impaired veterans by advocating for their needs, providing essential support, and fostering a community that empowers them to lead fulfilling lives. Founded in 1945, BVA has been at the forefront of ensuring that blinded veterans receive the resources, rehabilitation, and opportunities necessary to thrive in society. Our commitment extends beyond mere advocacy; we strive to create an environment where visually impaired veterans can connect and support one another.

BVA is actively collaborating with autonomous vehicle developers and technology partners to drive the development of accessible AV solutions, ensuring that blinded veterans have equal access to this transformative technology.

In my role at BVA, I am dedicated to advancing our mission by working directly with veterans to address their unique challenges. My responsibilities include organizing events, facilitating support groups, and connecting veterans with vital resources. What drives me in this work is the resilience and determination of the veterans we serve. Each story of triumph over adversity inspires me to continue advocating for their rights and needs.

Personally, my brother was a blind homeless veteran who faced many struggles that I could not help him with. This work is my way of helping others like him.

**As a blind veteran, I understand the isolation that comes with the loss of some independence. The struggle to negotiate new obstacles in everyday life can be exhausting.**

One of the few things I can no longer do is drive a car, so I rely on public transportation or ride-share. Over a 45 year period I enjoyed the freedom of picking up my car keys and driving wherever I wanted. Now, it requires planning and negotiation. I have a guide dog, which many rideshare drivers do not want in their cars. I am denied service, on average, one out of every six rides, often leading to frustrating negotiations with drivers who refuse the dog, despite my explanations. My experience is not unique. Approximately 83 percent of the respondents participating in a 2023 Rideshare survey of Guide Dogs for the Blind had experienced denials from rideshare drivers.

The advent of autonomous vehicles offers a transformative solution. My last experience with a rideshare was after a 20 hour, three-flight trip when all I wanted was to go home from the airport. The driver refused to take my dog, argued about who would cancel, and then the app asked if I wanted the cancellation investigated instead of ordering another ride. I just wanted to go home!

In contrast, my experience with AVs in Phoenix was a revelation. It was easy to find and enter the vehicle, and most importantly, there was no negotiation with a driver. The app was user-friendly, and the ride was relaxing. Initially, it was unnerving to be in a car without a driver, but that quickly faded. Realizing it was the first time I was alone in a moving car since losing my vision quite literally brought tears to my eyes during that ride. AVs can remove one of the last obstacles for visually impaired people. We live in a time in which technology allows the blind to read and understand the world around us, but independent vehicular travel is still not available to most of us.

AVs can significantly enhance access to essential services, employment opportunities, and social activities, empowering veterans to navigate their communities and improve their quality of life.

To ensure that blind veterans and others with disabilities are included in the future of autonomous transportation, it is crucial for policymakers to take proactive steps. BVA is currently providing Members of Congress with the following key recommendations for the content of future legislation.

## 1 INCLUSION IN DEVELOPMENT

Policymakers should involve individuals with disabilities in developing autonomous vehicle technology. Engaging blind veterans and advocacy groups provides insights into their needs.

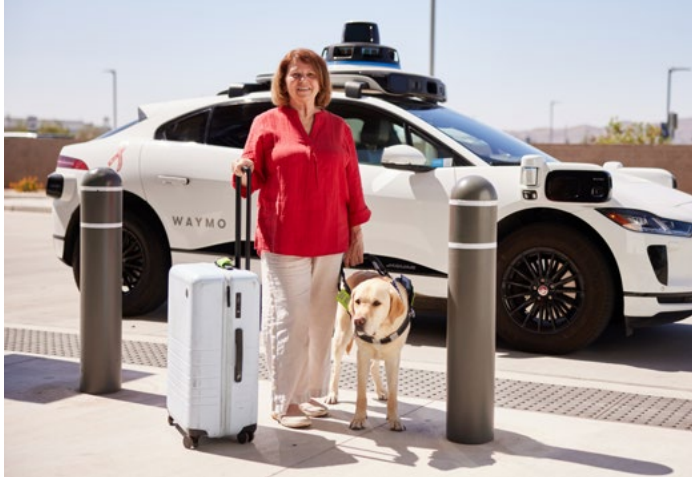
## 2 ACCESSIBILITY STANDARDS

Clear standards for AVs are essential, addressing both physical access and user experience for visually impaired individuals. AVs must have features that aid navigation and communication.

## 3 PUBLIC AWARENESS AND EDUCATION

Raising awareness about AV benefits for individuals with disabilities is crucial. Educational campaigns can dispel misconceptions and promote understanding of how this technology enhances mobility and independence.

Photos | Teresa Galgano of the Blinded Veterans Association with her service dog.




BVA is dedicated to advocating for visually impaired veterans, with autonomous vehicles offering hope for enhanced mobility and independence. By uniting veterans, advocates, and policymakers, we can ensure that transportation is accessible, empowering blind veterans to live without barriers.

My experiences and those of fellow veterans highlight the profound impact technology can have on our lives. Autonomous vehicles are not just technological advancements but steps toward greater freedom for those facing mobility challenges. Through continued advocacy and collaboration, we aim to make this vision a reality for all visually impaired individuals.

***AVs can remove one of the last obstacles for visually impaired people. We live in a time in which technology allows the blind to read and understand the world around us, but independent vehicular travel is still not available to most of us.***

***Teresa Galgano***
*Membership Coordinator at Blinded Veterans Association.*

# Motional Accelerates Level 4 AV Development in Partnership with Hyundai

**Motional, a Hyundai Motor Group and Aptiv autonomous driving joint venture, is developing Level 4 AVs for ride-hail and delivery applications.**

In strategic partnership with Hyundai Motor Group, Motional developed the all-electric IONIQ 5 robotaxi, an AV that set new standards for the industry. By combining Motional's cutting-edge driverless technology with Hyundai's rigorous automotive manufacturing processes, the partners developed an industry-leading robotaxi that moves autonomous vehicles beyond R&D and into automotive-grade products. From FMVSS certification of the IONIQ 5 robotaxi to extensive testing expansions and successful high-speed trials, Hyundai and Motional's partnership shows how close collaboration at every stage—from factory floor to public roads—delivers a safer, more reliable path to commercial autonomy.

By collaborating from the start of the design and development process, Motional and Hyundai alleviated many of the challenges traditionally associated with AV development. The IONIQ 5 robotaxi is unique in that it is fully integrated at the factory level. Meaning, Motional is not retrofitting the vehicles after the fact with driverless technology. The AVs roll-off the Hyundai factory floor fully equipped with all of the autonomous hardware and software needed for driverless operation. This is not only more cost effective, it also helps ensure vehicle quality.

In fact, Motional's all-electric IONIQ 5 robotaxi was one of the first Level 4 AVs to be certified under U.S. Federal Motor Vehicle Safety Standards (FMVSS). For example, all of the AV-enabling equipment on the vehicle went through the same crash testing standards as a human-driven vehicle. By embedding AV technology from the start, Motional and Hyundai demonstrate a level of collaboration and safety validation that ensures regulatory compliance and maintains public trust.

As Motional prepares to begin driverless commercial operation using the IONIQ 5 robotaxi, the company is ramping-up its testing and

Photo | Motional's all-electric IONIQ 5 robotaxi at a Hyundai factory.

Photo | Motional's all-electric IONIQ 5 robotaxi testing highway speeds at Hyundai's Proving Grounds in California.

validation activity. In 2024, Motional significantly expanded its testing footprint across Las Vegas and Pittsburgh, increasing its system's exposure to unique and challenging scenarios. That high-quality data trains Motional's machine learning-powered AV stack, making the system smarter and safer with every mile driven.

In addition to this expansion, Motional reached a significant milestone in its training; the company began conducting highway speed driving and testing. Motional's AVs were successfully driven autonomously at highway speeds of 75 mph at Hyundai's Proving Grounds in California City. By having access to OEM facilities, Motional is able to utilize a sophisticated closed-course for extensive testing and data evaluation, which enables the safe transition to public roads.

By uniting Hyundai's automotive excellence with Motional's autonomous innovation—and validating it through rigorous certification, expansive testing, and data analysis—this partnership sets a new benchmark for how OEMs and AV developers can confidently drive the future of mobility.

Motional's driverless commercial service will launch in Las Vegas, before expanding to other markets in the U.S.

## *About Motional*

Formed out of two of the first AV start-ups, nuTonomy (founded out of MIT) and Ottomatika (founded out of Carnegie Mellon), Motional has been at the forefront of the driverless industry for over a decade. Motional launched the world's first robotaxi pilot and pioneered the AV industry's integration with ride-hail networks. The company has long-standing partnerships with Uber and Lyft to deploy its robotaxis on their networks and operated a public robotaxi service in Las Vegas for over six years.

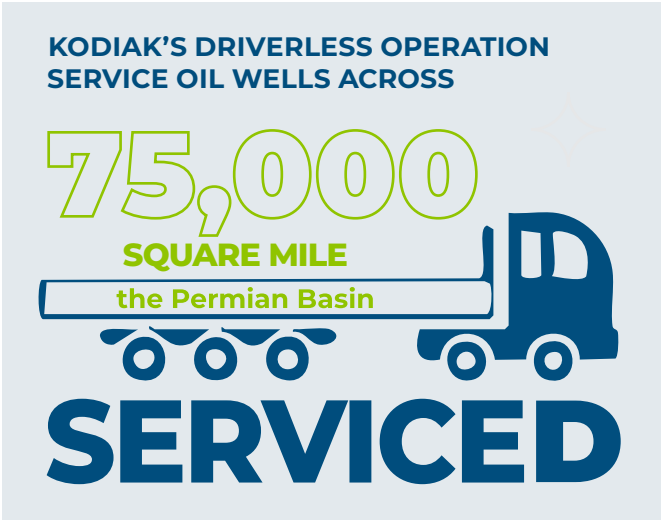
Motional's Senior Director of Government Affairs and Public Policy Sam Wempe was elected Chair of the AVIA Board for 2025. Sam looks forward to working closely with AVIA members to help advance effective AV regulation and keep the U.S. at the cutting edge of transportation innovation.

# Kodiak: Driverless Freight Deliveries in the Permian Basin with Atlas Energy

**2024 saw tremendous progress in robotaxi deployment, with many Americans taking their first truly driverless taxi rides in California, Texas and Arizona. But the final days of 2024 saw an exciting new milestone for autonomous freight: the delivery of driverless, commercial robotrucks to a customer, and the launch of customer-owned and -operated driverless trucks in commercial service.**

In December 2024, AVIA member Kodiak delivered its first two driverless robotrucks to Atlas Energy Solutions, a leading provider of logistics services to the oil and gas industry in the Permian Basin of West Texas and eastern New Mexico. Kodiak believes this delivery marks the first time that a customer has ever taken ownership of a driverless robotrucks and launched driverless commercial semi-trucking operations. Through this partnership, Atlas owns, operates, and maintains the Kodiak Driver-equipped trucks, while Kodiak maintains the AV system and provides operations support both on the ground and remotely from its hub in Lancaster, Texas. As of March 2025 ,31, Kodiak Driver-powered driverless trucks have already completed over 750 hours of paid driverless operations.

Kodiak's launch of driverless trucking service coincides with Atlas's first deliveries off the Dune Express, a 42 -mile long, fully-electric conveyor system that carries sand from Atlas's Kermit, Texas sand facility to an end-of-line loadout facility in eastern New Mexico. The Dune Express, combined with Kodiak's autonomous driving technology, are part of Atlas's strategy to automate the entire logistics process for sand delivery, making it safer, more efficient, and more reliable.




The Dune Express also aims to eliminate millions of truck miles driven on public roads across the Permian, reducing traffic and improving safety.

Kodiak's initial driverless operations are happening on a vast network of dirt roads that service oil wells across the 75,000 square mile Permian Basin. Atlas intends to scale its deployment of Kodiak Driver-equipped trucks considerably: in March 2025, it committed to licensing its first 100 Kodiak Driver-powered trucks. Together, Kodiak and Atlas are bringing autonomous technology to one of the world's most challenging environments for truckers.

West Texas is hot and dry, with little rain to keep dirt roads from becoming dust clouds. It's also a dangerous place to drive, particularly for truckers. According to a study by the Texas A&M Transportation Institute, crashes in the Permian Basin from 2018 to 2022 were more than twice as likely to be deadly than crashes elsewhere in Texas. These challenges contribute to the difficulty in recruiting and retaining drivers.

Given the scale and scope of its operations in the Permian Basin, in late 2024, Kodiak opened a satellite operations office in Odessa, Texas. The 18,000 -square-foot facility houses a team of approximately 20 Kodiak employees, showing that *driverless* trucks are not *humanless*: together, Kodiak and Atlas are creating high-quality blue-collar jobs on the cutting-edge of technology. The relationship between Kodiak and Atlas shows that autonomous technology is having an impact far beyond city streets and interstates, by potentially improving safety and helping companies grow their businesses in places like West Texas. While Kodiak is operating commercial service in the Permian, it is also developing operational expertise that will be invaluable as Kodiak grows its long-haul autonomous trucking business in the coming years.

**So next time you're filling up your tank, think about the role autonomous technology may have played in bringing that gas to your car.**

Photo | An Atlas Energy Solutions class 8 truck equipped with the Kodiak Driver operating in West Texas's Permian Basin


***This is an incredible moment, for us and for the autonomous trucking industry as we have officially delivered a commercial Kodiak Driver-equipped robotruck to a customer and launched commercial operations. The commercialization of autonomous trucks has been a goal for the industry for many years, and it has now come to fruition.***

***Don Burnette,***
*Founder and CEO, Kodiak*


# World First: Aurora Launches Self-Driving Trucking Service on Public Roads

**2025 has been a momentous year for autonomy. Not only are robotaxis conducting millions of rides, but now self-driving trucks are hauling freight for customers on public roads. This is a momentous achievement and the first commercial self-driving service to operate on highways**.

After closing their safety case, Aurora launched their self-driving trucking service in Texas by hauling commercial freight for Hirschbach and Uber Freight between Dallas and Houston – all without a driver behind the wheel. That means many businesses and consumers in Texas have already received goods shipped via self-driving trucks! Commenting on this momentous milestone, Aurora CEO and Co-Founder Chris Urmson shared:

> ***We founded Aurora to deliver the benefits of self-driving technology safely, quickly, and broadly. Now, we are the first company to successfully and safely operate a commercial driverless trucking service on public roads. Riding in the back seat for our inaugural trip was an honor of a lifetime – the Aurora Driver performed perfectly and it's a moment I'll never forget.***
>
> ***Chris Urmson,***
> Aurora CEO and Co-Founder



Photo | Aurora's self-driving trucks hit the road in Texas.

This follows a safety-focused development process by Aurora, during which time the company partnered with established leaders in the freight and logistics space. Aurora hauls freight in pilot programs with FedEx, Uber Freight, Werner, Schneider, Hirschbach, and others, and partners with Volvo and Paccar to develop autonomous trucks for high-volume manufacturing. These strong relationships helped Aurora build an ecosystem around autonomous freight – ensuring OEMs, shippers, carriers, and more are all ready to introduce the benefits of driverless trucks to the American supply chain.

And these partners share Aurora's enthusiasm for the safety and efficiency benefits of autonomy. Following the launch of Aurora's first self-driving trucks, Lior Ron, Founder and CEO of Uber Freight, said *"When Uber Freight and Aurora came together more than four years ago, we set out to transform the future of logistics – and today, that future is here. Moving autonomous commercial freight without anyone behind the wheel is a historic step forward in our mission to build a smarter and more efficient supply chain, and one we're proud to lead alongside Aurora."*

But Aurora isn't stopping here – the company plans to thoughtfully scale deployment of self-driving trucks over time. In 2025, Aurora intends to operate tens of self-driving trucks, and will expand driverless operations to its Fort Worth-El Paso freight route, which is over 600 miles long. From there, the company will expand driverless operations from Fort Worth all the way to Phoenix – showing how self-driving trucks can safely travel long distances without the need for breaks or rest.

The benefits of Aurora's product are poised to be transformational for the supply chain – by moving freight and lowering the cost of ground transportation but the lower cost of ground transportation, self-driving trucks can significantly strengthen the economy. Aurora's work has been praised by government leaders, including Texas Governor Greg Abbott. Following Aurora's commercial launch, he said ***"Texas ranks No. 1 for technology and innovation, and that continues as we welcome America's first self-driving trucks. These new, autonomous semis on the I-45 corridor will efficiently move products, create jobs, and help make our roadways safer. Texas offers businesses the freedom to succeed, and the Aurora Driver will further spur economic growth and job creation in Texas. Together through innovation, we will build a stronger, more prosperous Texas for generations."***

As interest and investment continues to flow into self-driving trucking, Aurora's commitment to safety has made them stand out. In the coming years, Continental, a major automotive supplier, plans to begin large-scale manufacturing of the Aurora Driver, and Aurora is poised to benefit businesses, consumers, and the communities in which they operate.

Photos | Aurora's self-driving trucks hit the road in Texas.


Photo | Chris Urmson, sitting on an Aurora truck.

***Our commitment to building a transformative technology, earning trust, and assembling a strong ecosystem of customers and partners have made this pivotal milestone possible.***

***Chris Urmson***
*CEO, Aurora*

# UBER FREIGHT'S PARTNERSHIP

*By Olivia Hu, Head of Autonomous Trucking at Uber Freight*

**Uber Freight's partnership with Aurora brings together two critical pieces of the autonomous freight puzzle: industry-leading self-driving technology and a powerful digital logistics platform. As Aurora expands the operating domain of the Aurora Driver, Uber Freight provides the network and operational expertise to integrate that technology into real-world supply chains.**

Together, we're enabling autonomous trucks to operate efficiently within today's freight ecosystem — not as a replacement for human drivers, but as a complement to a broader logistics network. Uber Freight's platform helps coordinate the complex orchestration of freight movement, from identifying optimal backhauls and minimizing empty miles to optimizing handoffs at transfer hubs to managing real-time routing and visibility across mixed fleets.

This partnership also gives shippers and carriers a path to begin planning for autonomy now. With Uber Freight becoming the first logistics platform to offer customers access to fully driverless Class 8 trucks operating on public roads, we're demonstrating how AV technology can be deployed in a way that fits into existing operations while unlocking new levels of capacity, productivity, fuel efficiency, and reliability across high-volume freight corridors.

As adoption accelerates, Uber Freight's platform will continue to serve as a connective tissue — translating the promise of autonomy into tangible benefits for the entire supply chain. By combining Aurora's cutting-edge technology with our digital freight network, we're helping to shape a more efficient future for logistics.

# Mothers Against Drunk Driving (MADD)

*Interview with Stacey D. Stewart, CEO*

## 1 PLEASE TELL US ABOUT YOUR ORGANIZATION AND WHY YOUR WORK IS IMPORTANT.

**Mothers Against Drunk Driving (MADD) is a national nonprofit with a clear and unwavering mission:** to end drunk and drugged driving, support the victims of these violent crimes, and prevent underage drinking and other drug use. For more than four decades, MADD has been at the forefront of one of the most critical public health and safety battles in America.

Through advocacy, education, and bold policy leadership, MADD works to end impaired driving—a crisis that took more than 13,500 lives and caused hundreds of thousands of injuries in the U.S. in 2022 alone. MADD is committed to championing lifesaving solutions—from advocating for stricter DUI laws to advancing in-vehicle anti-drunk driving technology—while also addressing the often-overlooked link between mental health and substance use to ensure that responses to impaired driving are grounded inboth prevention and support.

Since its founding in 1980, MADD's efforts have helped reduce drunk driving fatalities by **40**%, saved more than 475,000 lives, and served more than one million victims and survivors of this preventable crime. By working alongside drunk driving victims and survivors, legislators, law enforcement, public health experts, and communities nationwide, MADD is not just responding to impaired driving—it is building a future where it no longer exists.

## 2 WHAT IS THE STATE OF IMPAIRED DRIVING IN THE UNITED STATES?

Impaired driving remains a serious and urgent public safety issue in the U.S. While DUI arrests dropped by **18**% from 2019 to 2022, deaths caused by impaired driving increased by **33**% during the same period. This drop in arrests, combined with a sharp rise in fatalities, reveals a critical gap in prevention—more people are driving impaired, and too few are stopped before it's too late.

**Every 78 seconds, someone in the U.S. is killed or injured by a drunk driver.** More than 13,000 lives are lost each year, and tens of thousands more people suffer life-altering injuries. These are not just statistics—they are parents, children, friends, and neighbors. Their absence leaves lasting impacts on families and entire communities.

Nearly **70**% of people arrested for DUI are first-time offenders, but research shows many have driven impaired multiple times before being caught. These arrests often reflect the first time someone is stopped—not the first time they've driven under the influence.

**IN ADDITION TO THE HUMAN IMPACT, IMPAIRED DRIVING TAKES A HEAVY FINANCIAL TOLL.**

**$58 BILLION**

The economic cost of impaired driving in the United States in 2019.

**The problem is clear—and so is the opportunity to solve it.** With stronger policies, public engagement, and lifesaving anti-drunk driving technology, we can end impaired driving.

## 3

## HOW DOES MADD SEE AUTONOMOUS VEHICLES AS HELPING TO ALLEVIATE IMPAIRED DRIVING IN THE U.S.?

Autonomous vehicles hold the exciting promise of preventing deaths and injuries caused by behavioral factors, including impaired driving, which contribute to the overwhelming majority of serious and fatal crashes in the U.S. With each advancement in auto technology, more lives will be spared the horrible physical and emotional impact caused by impaired driving.

As we consider a future with fully autonomous vehicles, we celebrate the incredible innovations along the way. Cars are getting safer and smarter. Popular safety features such as lane-keeping assistance and collision avoidance are becoming more standard, and lives will be saved as a result.

While we look forward to the evolution of fully autonomous vehicles, we are also excited about new technology to end drunk driving – technology within our reach - that will be built into every new car requiring a human driver.

The HALT Drunk Driving Law, passed in 2021, requires the U.S. Department of Transportation (USDOT) to establish a national safety standard for anti-drunk driving technology in all new vehicles. Once implemented, this technology will detect when a driver is impaired and prevent the vehicle from operating if the driver's BAC exceeds the legal limit. It's a transformative, achievable solution that would stop drunk driving at the source—before lives are stolen, before people are injured, and before families are shattered.

This technology has the potential to save more than 10,000 lives every year and prevent hundreds of thousands of injuries. It's not a distant or abstract idea—it's an innovation that's within reach, on par with seat belts, airbags, and backup cameras in terms of its ability to transform road safety. What sets it apart is that this technology doesn't rely on someone making the right decision or on law enforcement catching impaired drivers after the fact. It prevents the crime from happening in the first place.

**Our vision is simple but powerful:** a future where no family loses a loved one—or sees a life permanently changed—because of impaired driving. A future where drunk driving is not just reduced, but eliminated entirely, because the technology built into every vehicle makes it impossible to drive impaired.

We are closer than ever to that future—but only if we act with urgency. MADD calls on the USDOT to move swiftly to implement the **HALT Drunk Driving Law** and set the safety standard without delay. Every day we wait is another day we lose lives that could have been saved. The time for action is now.

## WHAT POLICY RECOMMENDATIONS DO YOU HAVE TO HELP ADDRESS IMPAIRED DRIVING?

Ending impaired driving requires a bold, comprehensive approach—one that combines proven strategies with a commitment to innovation and public safety. MADD advocates for a range of policy solutions that, together, can save lives and prevent countless injuries on our roads.

### Implementing the HALT Drunk Driving Law

which requires anti-drunk driving technology in all new vehicles to prevent impaired driving before it happens.

## Enhancing education and traffic safety enforcement efforts

to deter would-be drunk drivers and address high-risk groups, including young adults (ages 24-34) and individuals in rural communities, where DUI rates are higher.

## Requiring ignition interlocks for all DUI offenders

including first-time offenders, as these devices reduce repeat offenses by about **70**% while installed.

## Expanding mental health screenings and treatment

for DUI offenders, as studies show a strong link between mental health issues and impaired driving.

## Lowering state legal BAC limits to 0.05

to align with research showing significantly increased crash risks at this level of impairment.

These policy changes—combining education, enforcement, and advanced auto technology—are essential to eliminating impaired driving and saving lives.

MADD™ IMPAIRED DRIVING ENDS HERE.

# Lyft's Vision for an Autonomous Future.

*Interview with Chief Policy Officer, Jerry Golden*

## 1 WHAT IS YOUR ROLE AT LYFT AND AT A HIGH LEVEL, HOW DO AVS FIT INTO YOUR WORK?

As Lyft's Chief Policy Officer, I lead a team of public policy professionals who work across our business lines, regions, and issue areas, including autonomous vehicles. AVs are a special growth opportunity for Lyft, where our longstanding rideshare leadership uniquely positions us within the emerging AV ecosystem. We're just at the beginning of the next transportation revolution, and AVs promise to reshape how we get from place to place, how we spend our time, and even how we build our cities. This revolution will not happen overnight; the AV industry is rapidly changing with continuously improving technology and an evolving regulatory environment. But we're confident about ongoing progress and that the longstanding trust we have built with community partners and government officials at all levels will prove invaluable. Our specialized position within the transportation industry gives us a unique perspective on the needs and concerns of all stakeholders – from manufacturer to rider – and we're eager to help shape the laws and regulatory frameworks that will govern this emerging technology.

## 2 WHAT BENEFITS FROM AUTONOMOUS VEHICLES DOES LYFT SEE FOR ITS PLATFORM AND RIDERS?

We believe that AVs will grow the overall rideshare market by providing an additional safe, convenient, and novel mode of transportation. In the near term, rideshare may often be an American consumer's only point of access to AV technology, which places Lyft in an exciting position to showcase cutting edge technology. Over the last decade, our commitment to safety and the customer experience has made us a trusted part of countless millions of riders' daily lives. Their familiarity with our rideshare platform builds confidence toward experiencing AV technology for the first time. We look forward to working together with leading AV companies, including many fellow AVIA members, as a ready partner for early adoption, demand generation, fleet management, and other aspects of the value chain.

## 3

## WHAT WILL BE THE IMPACT ON TODAY'S LYFT DRIVERS?

Lyft is committed to helping our driver community participate and succeed in the autonomous future, both on and off the road. We're actively engaging drivers in this conversation, gathering early feedback on how they see AVs impacting their lives and the rideshare landscape. We don't claim to have all the answers just yet, but we're confident that the future will be a hybrid network of human-driven and autonomous vehicles. Some riders will still want and need human drivers to help them with things like carrying luggage at the airport, while popular events like concerts will require a combination of both in order to meet rider demand. Driver satisfaction and success is essential to a thriving hybrid rideshare network, and Lyft will continue to find ways to provide meaningful opportunities to drivers who want to earn on the platform.

## 4

## HOW WILL LYFT INTEGRATE AUTONOMOUS VEHICLES INTO ITS NETWORK?

We're launching AVs on our platform in Atlanta this summer in partnership with May Mobility. And as soon as next year, we plan to launch AVs in Dallas in collaboration with Mobileye and Marubeni. From there, we plan to scale to more cities and thousands of vehicles. Quite a lot goes into bringing AVs to market. It's a highly choreographed operation of partners working together across a single value chain. We see the power in a partnership model that allows each company to focus on what it does best. Because we're not an ADS developer or vehicle manufacturer, we're focused on providing crucial value to our AV partners by helping them connect to the **44 million** riders who used our platform last year. And our rideshare platform, marketplace, and track record have proven a great draw to some of the best partners in the business. We have spent the last decade building out our suite of in-ride experiences, safety features, and customer support tools. Less well known but equally critical for an autonomous future are our highly integrated fleet management capabilities by virtue of our independent subsidiary, Flexdrive.

Graphic | Lyft to begin offering AV rides in Atlanta this year.

Flexdrive currently manages around 15,000 vehicles across 27 North American locations, helping drivers earn nearly **$2 billion** since the start of the program. Flexdrive's fleet utilization rate stands at an industry-leading **90%**. Through a focused, long-term mindset, relentless innovation, customer obsession, and disciplined execution, Lyft and Flexdrive have uniquely mastered the rideshare fleet management space.

5

## WHAT ROLE DOES PUBLIC POLICY PLAY IN MAKING SURE AUTONOMOUS VEHICLES ARE DEPLOYED IN THE U.S.?

The AV industry is at an inflection point. While the United States is at the forefront of AV innovation today, federal action is urgently needed to secure global leadership. Lyft has seen this crossroads before. For more than a decade, we've matched emerging technologies with public policy modernization to serve and connect communities through rideshare, shared bikes, and electric scooters. We're eager to advance a bipartisan national AV framework to provide the regulatory certainty that's needed to drive industry investment and growth while fostering ongoing innovation and ensuring safety.

**Together with our AVIA partners, we're committed to bringing our customer obsession and strategic relationships to bear — paving the way for a more convenient and connected future.**

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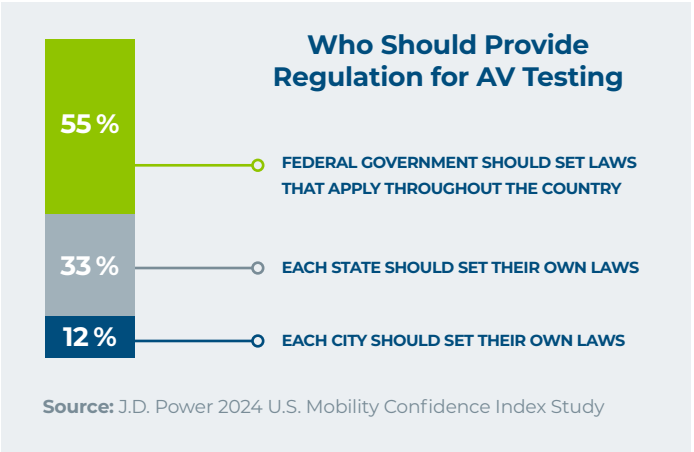
# J.D. Power: Elevating the Voice of the Customer in Autonomous Vehicle Insights

**AVIA member J.D. Power is focused on the Voice of the Customer and providing consumers, government and industry with a data-driven comprehension of consumer behaviors and preferences impacting AV adoption.**

The annual *J.D. Power U.S. Mobility Confidence Index Study*℠ (MCI), conducted in collaboration with MIT AVT, surveys more than 3,000 vehicle owners, gathers insights on their experience, knowledge and acceptance of AV technology across various transportation modalities.

J.D. Power believes it is critical for safety standards to be standardized and provided by an independent and trusted source to facilitate acceptance and build consumer trust in the technology. Our research underscores that consumers would prefer AV companies to operate under standardized regulations developed by the Federal government rather than having state and local governments set individual standards. Government and industry experts are trusted 3rd party sources that consumers rely upon to learn about AVs.

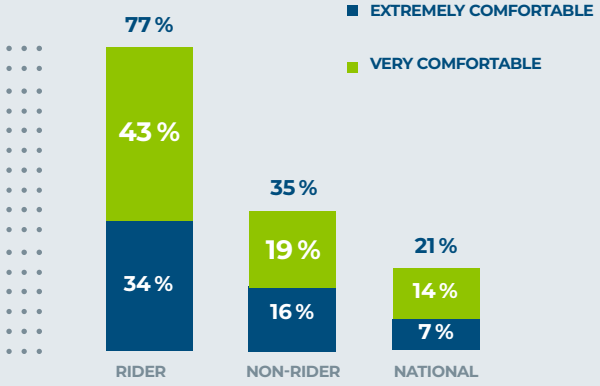
J.D. Power's extensive research portfolio also includes the annual *U.S. Robotaxi Experience Study*℠, surveying consumers living in cities where robotaxi services are available. Respondents qualified in the targeted cities by riding in a robotaxi or observing a robotaxi operating in their community. These two groups of participants are classified as riders and non-riders, respectively, and help industry understand rider satisfaction and non-rider perceptions of AVs based on their interactions with robotaxis in their community. Comfort levels with AV technology being tested on streets and highways are significantly higher among robotaxi riders (77%) compared to non-riders (35%) and the national average (21%). The majority of robotaxi riders (60%) are comfortable with full self-driving compared to 27% of non-riders and 13% of the national average. The data underscores the positive impact of experience with AV technology on consumer comfort and reinforces the notion that early adopters are critical ambassadors for AV technology.



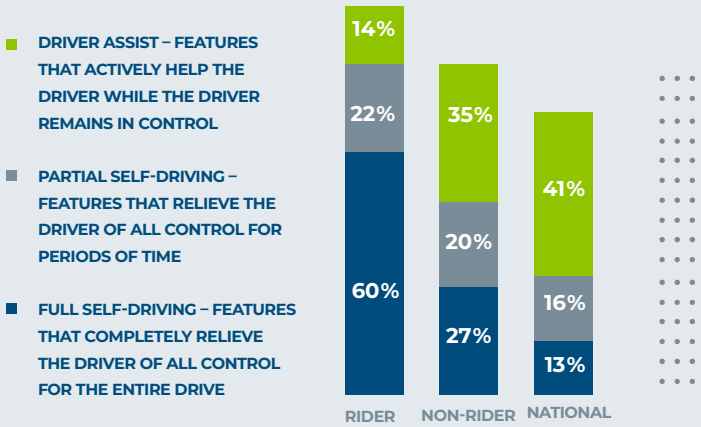

**Source:** J.D. Power 2024 U.S. Mobility Confidence Index Study

While early adopters are more forgiving of issues with technology, the general population may require additional persuasion and reassurance before embracing new technology as safety concerns and lack of trust are the main reasons non-riders have not ridden. In fact, 76% of non-riders express the desire to hear about others' experiences, offering an opportunity for industry stakeholders.

### Consumer Comfort Level with AV Technology Being Tested on Streets and Highways Near You




### Maximum Level of Automation Comfortable With




**Source:** J.D. Power 2024 Robotaxi Experience Study.

J.D. Power continues to be at the forefront of understanding and analyzing consumer sentiment regarding advanced vehicle technologies. By tracking consumer attitudes and the impact of industry developments, J.D. Power offers crucial data that helps shape the future AVs. A commitment to delivering reliable and objective research ensures that industry stakeholders have the information they need to foster consumer trust and drive the successful adoption of AV technology.

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