



U.S. Chamber of Commerce



United Spinal Association



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Z E T A
ZERO EMISSION TRANSPORTATION ASSOCIATION

**UNITED FOR
AUTONOMY**



January 12, 2026

The Honorable Brett Guthrie, Chair and the Honorable Frank Pallone, Ranking Member Committee on Energy and Commerce

The Honorable Gus Bilirakis, Chair and the Honorable Jan Schakowsky, Ranking Member Subcommittee on Commerce, Manufacturing and Trade

U.S. House of Representatives

Washington, DC 20515

Dear Chairman Guthrie, Ranking Member Pallone, Chairman Bilirakis and Ranking Member Schakowsky:

The undersigned organizations write to voice our support for the progress made on the bipartisan SELF DRIVE Act discussion draft, which was recently announced by Representatives Bob Latta and Debbie Dingell. The SELF DRIVE Act would help ensure that millions of Americans are able to access the benefits of autonomous vehicles (“AVs”), which provide safer roads, greater supply chain resilience, create new economic and enhanced accessibility opportunities.

Autonomous vehicles have [driven](#) more than 145 million autonomous miles on U.S. public roads, a distance roughly equivalent to the distance between Earth and Mars. These vehicles undertake diverse operations, carrying passengers across major cities like Phoenix, Austin, Los Angeles, and San Francisco,

assisting with transit access in rural communities in the Midwest, filling in middle mile cargo roles in Arkansas, and hauling freight across Texas and beyond.

The SELF DRIVE Act makes strides toward enabling the safe and timely deployment of AV technology and solidifying the U.S. as the global leader in this transformative field. While AVs have been deployed in recent years, the United States lacks a federal policy framework to set uniform rules of the road for these vehicles. The SELF DRIVE Act would advance this objective in key ways.

First, the legislation authorizes key rulemakings related to AV safety. Second, it establishes cybersecurity requirements to make sure that AVs are secure from outside threats. Third, the proposal modernizes federal motor vehicle safety standards for the modern era by addressing standards for vehicles that operate without a human driver.

The SELF DRIVE Act will help the United States remain the global leader on AVs amidst fierce competition with the People's Republic of China. China is the United States's closest strategic competitor on autonomous vehicles and determined to replace the U.S. as the global leader. A strong federal policy framework will allow U.S. companies to compete and win in the global race on AVs.

Finally, autonomous vehicles are an opportunity to re-imagine how Americans move, but the federal government's rules must keep pace with the opportunity before us to build vehicles that are accessible for people with disabilities, including wheelchair users and nonvisual accessibility, and address new use cases. Legislation like the SELF DRIVE Act will lay the foundation for years of growth of AV technology and allow U.S. companies to lead the pack in developing standards and practices worldwide.

The undersigned organizations appreciate the Committee's consideration of this important bill to transform transportation as we know it. We look forward to working with Representatives Latta and Dingell, the Committee, and Congress on appropriate revisions throughout the process and more broadly to ensure the safe and timely deployment of AVs and American leadership in this game-changing technology.

Sincerely,

United for Autonomy	Consumer Technology Association	TechNet
American Council for the Blind	Dallas Regional Chamber	Truck & Engine Manufacturers Association
American Trucking Associations	ITS America	U.S. Chamber of Commerce
Autonomous Vehicle Industry Association	MEMA. The Vehicle Suppliers Association	United Spinal Association
Association for Uncrewed Vehicle Systems International (AUVSI)	National Association of Manufacturers	Zero Emission Transportation Association
Bay Area Council	National Federation of the Blind	
Chamber of Progress	National Venture Capital Association	
	Reason Foundation	