



January 13, 2026

The Honorable Gus Bilirakis
Chairman
Subcommittee on Commerce,
Manufacturing, and Trade
U.S. House of Representatives
Washington, DC 20515

The Honorable Jan Schakowsky
Ranking Member
Subcommittee on Commerce,
Manufacturing, and Trade
U.S. House of Representatives
Washington, DC 20515

Re: Letter for the Record: Hearing titled “Examining Legislative Options to Strengthen Motor Vehicle Safety, Ensure Consumer Choice and Affordability, and Cement U.S. Automotive Leadership.”

Dear Chairman Bilirakis and Ranking Member Schakowsky:

The U.S. Chamber of Commerce (“Chamber”) strongly supports the SELF DRIVE Act discussion draft announced by Representatives Bob Latta and Debbie Dingell. Their proposal would clarify the federal role in regulating autonomous vehicle (“AV”) technologies, prevent a patchwork of state regulations by clarifying federal, state, and local responsibilities, and require the Department of Transportation to complete crucial rulemakings related to the design and safety of autonomous vehicle technologies in the United States.

Autonomous vehicle technology presents tremendous opportunities for consumers, businesses, and the U.S. economy by enhancing road safety. A recent study by the U.S. Chamber found that the widespread and safe deployment of passenger AVs could prevent 1,442,000 accidents and 12,000 fatalities annually, resulting in \$94 billion in savings.¹ Additionally, AVs would significantly improve mobility for persons with disabilities, elderly Americans, and nondrivers, providing them with better access to jobs, income, and medical care.²

However, regulatory barriers currently impede the development and deployment of autonomous vehicles, creating uncertainty for the private sector. At present, thirty-four states have enacted AV-related laws, resulting in a patchwork of regulations that could limit widespread deployment, compromise

¹ Robert Shapiro & Isaac Yoder, *Innovation Highway: Unlocking the Social and Economic Benefits of Autonomous Vehicles 5* (2023), https://www.uschamber.com/assets/documents/CTEC_InnovationHighwayReport_July23.pdf.

² *Id.*

safety, and erode public trust.³ The SELF DRIVE Act is a crucial step toward preventing this regulatory fragmentation and unlocking the potential of AVs in a safe and innovation-friendly manner.

The SELF DRIVE Act is crucial to ensuring the United States retains its global leadership in autonomous vehicles (AVs) amid growing competition from the People's Republic of China. While U.S. companies are making notable advancements, China currently leads in key metrics such as vehicle miles traveled, cumulative rides, cumulative truckloads, and the number of AVs in operation.⁴ With a clear determination to surpass the U.S. as the global leader, China is aggressively focusing on AV investment, deployment, and scaling. Implementing a robust federal AV framework will empower American companies and technologies to compete effectively and thrive on the global stage.

The Chamber appreciates the Committee's consideration of this transformative bill. We look forward to continued collaboration with Representatives Latta and Dingell, the Committee, and Congress to unlock the full potential of autonomous vehicles (AVs), ensure their safe and routine deployment, and solidify American leadership in this strategic industry.

Sincerely,

A handwritten signature in black ink, reading "Jordan Crenshaw". The signature is fluid and cursive, with a long horizontal stroke at the end.

Jordan Crenshaw
Senior Vice President
Chamber Technology Engagement Center
U.S. Chamber of Commerce

³ Gregory C. Maddaleni, Autonomous Vehicle Statutes and Regulations Across the 50 States, BAKER DONELSON (Sept. 20, 2024), <https://www.bakerdonelson.com/autonomous-vehicle-statutes-and-regulations-across-the-50-states>.

⁴ Egil Juliussen, AV Status: U.S. vs. China vs. Europe, EE TIMES EUROPE (Oct. 22, 2024), <https://www.eetimes.eu/avstatus-u-s-vs-china-vs-europe/>.