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IATR Hits the Regulatory Jackpot in AV City - Las Vegas & Moves Next to Houston, Texas to Celebrate its 40-Year Anniversary in 2027!



The **International Association of Transportation Regulators (IATR)** held its 39th Annual Conference in **Las Vegas, Nevada, from September 14-17, 2026**. The conference's theme was "**AV City: Autonomous Mobility**." **IATR's 40th Annual Conference is coming to Houston, Texas, in the fall of 2027!** Official dates and venue details will be announced soon. Please check updates on iatr.global for additional information and upcoming announcements.

As in years past, the IATR Annual Conference exceeded expectations, delivering a dynamic and forward-looking program that addressed the most pressing challenges and emerging opportunities shaping the future of transportation regulation. Under the theme "**AV City: Autonomous Mobility**," the conference featured insightful keynote addresses and substantive discussions on autonomous vehicle deployment, delivery robots, regulatory oversight, road safety, insurance challenges, accessibility, workforce development, and the future of multimodal mobility. The conference brought together regulators, industry leaders, and advocates to exchange perspectives on emerging technologies, evolving regulatory frameworks, and the challenges of integrating new mobility services. Through policy dialogue, practical insights, and opportunities for collaboration, IATR continued to strengthen its role as a global forum for advancing the future of regulated mobility.

This conference would not have been possible without the invaluable support of our sponsors: **Windels Marx, CUNY – University Transportation Research Center (UTRC)**,

Flywheel, Uber, Zoox, Agape Transportation, Autocab, Bright Inspect, Carey International, Carmel, Corporate Transportation Group (CTG), Curb Mobility, DareeSoft, DoorDash, GNET, GreenCab, iCabbi, Motional, National Limousine Association (NLA), NEMT Solutions, SilverRide, True DNA, Verra Mobility, Via, Waymo and zTrip.

The conference planning team did an outstanding job. I want to give a special shout-out to **Sasha Ozeran, Nadia Aslam, Nathaniel Sokolovsky** (IATR Volunteers), our videographer/photographer, **Andriy Blagay**; our conference planner, **Bianca Blag** (<https://biancab.com>), and her team members, **Jairina Capellan** and **Alivia Smallegange**.

Keynote Speakers



***Hon. Mark Schroeder**, Former Commissioner,
New York State Department of Motor Vehicles*



***Jeff Farrah**, CEO, Autonomous Vehicle Industry
Association (AVIA)*

In his luncheon keynote, at the end of Bootcamp Session 101, **Hon. Mark Schroeder**, former Commissioner of the New York State Department of Motor Vehicles (DMV) and former Chair of the Governor's Traffic Safety Committee described how he modernized the DMV by expanding online services and replacing outdated technology. He also raised organ donor registration from 39% to 53%. He highlighted Governor Hochul's road safety measures, including tougher penalties for reckless drivers, stronger work zone protections and more automated enforcement. He then explained that the Governor's robotaxi testing proposal was withdrawn, and he expects it to come back this year. He called for a measured, collaborative approach to AVs that puts accessibility and public safety first. He reminded attendees that progress takes time, noting there were no gas stations when the first cars hit the road.

In his closing remarks, on Legislative & Regulatory Updates, at the end of Bootcamp Session 103, **Jeff Farrah**, CEO of the Autonomous Vehicle Industry Association (AVIA), gave an update on federal and state autonomous vehicle legislation. He said federal and state governments should regulate in separate "swim lanes," with the federal government covering vehicle standards and the states covering drivers and operations. He noted that the industry wants more regulation to build public trust. **Jeff Farrah** pointed to recent federal steps toward AV performance standards and exemptions. He said AVIA is pushing for a dedicated AV section in the upcoming surface transportation bill, and that its proposals were negotiated with labor unions.

At the state level, he said 26 states now allow AV deployment, and every bill requiring a human safety operator has been defeated.

IATR Awards *Regulator of the Year Award*



*From left, **Sean Bouffiou**, King County's For-Hire and Shared Transportation Services Manager and IATR's 2025 Regulator of the Year, joins **Terra Curtis**, Director of the CPUC's Consumer Protection & Enforcement Division, and **Matthew W. Daus**, IATR President, in presenting the 2026 Regulator of the Year Award to the California Public Utilities Commission*

The International Association of Transportation Regulators (IATR) proudly named the **California Public Utilities Commission (CPUC)** its 2026 Regulator of the Year, recognizing the agency for “dedication, excellence and exemplary public service.” **Terra Curtis**, Director of the CPUC's Consumer Protection & Enforcement Division, accepted the award on behalf of the Commission during IATR's 39th Annual Conference in Las Vegas.

The award recognizes the CPUC's work to strengthen transportation safety, promote accessibility, equity and innovation, advance sustainable mobility, and protect the public interest as California's transportation marketplace rapidly evolves. The CPUC now regulates nearly 10,000 passenger transportation carriers; approximately 65 percent more than before the COVID-19 pandemic. The Commission has also become a regulatory trailblazer in managing innovation; from robotaxis and zero-emission transportation to major international events, while maintaining its focus on safety, equity, enforcement, and the public interest. It was especially fitting to have **Sean Bouffiou**, IATR's 2025 Regulator of the Year, join us in presenting the award and officially help pass the torch to **Terra Curtis** and the CPUC team.”

Among the accomplishments recognized by IATR is the **CPUC's TNC Access for All Program**, which has awarded more than \$50 million since 2021 to expand wheelchair-accessible, on-demand transportation. The Commission's Clean Miles Standard and new Rideshare Incentives for Driving Electric (RIDE) Program are also helping drivers and rideshare companies transition toward zero-emission transportation.

The CPUC has also taken a leading role in regulating autonomous passenger service as robotaxis expand across California. Its work includes passenger-safety planning, operational data reporting, enforcement and an ongoing rulemaking intended to strengthen the transparency and accountability of autonomous transportation. The Commission has simultaneously coordinated with transportation providers, event organizers and law enforcement to prepare for Super Bowl LX and the FIFA World Cup.

At the October 8 CPUC voting meeting, Commission leadership recognized the award and the transportation professionals whose policy, licensing, program administration and enforcement work made the honor possible. The recognition underscored that the award belongs not only to agency leadership, but also to the CPUC staff members working every day to regulate an increasingly complex transportation marketplace.



The IATR conference also featured **S. Pat Tsen**, who now serves as CPUC's **Chief Deputy Executive Director** for Safety and Consumer Protection, who presented California's regulatory framework for autonomous passenger transportation. Tsen discussed the CPUC's passenger-safety requirements, data collection and incident-reporting programs, enforcement criteria, accessibility and environmental objectives, and continuing AV rulemaking.

Terra Curtis credited CPUC staff and emphasized the importance of collaboration among transportation regulators. ““Every day, transportation professionals across the CPUC work to solve problems, develop new approaches, enforce the rules when necessary, and collaborate with an industry that is constantly evolving,” said **Director Curtis**. “That spirit of collaboration extends beyond California. Organizations such as the International Association of Transportation Regulators give transportation regulators an opportunity to learn from one another, share effective approaches, and raise the standard for transportation regulation around the world.” The CPUC has also issued its own press release recognizing the award and highlighting the transportation initiatives that earned this distinction. [Read the CPUC's announcement here.](#)

Norma Reyes Scholarship



*From Left: **Ryan Sharp**, Director of Transportation and Parking for the City of Hoboken and **Matthew W. Daus**, IATR President*

The IATR established the Norma Reyes Scholarship in 2013 in memory of the late former Commissioner of the Chicago Department of Business Affairs and Consumer Protection (BACP). As an active member of the IATR, an accomplished lawyer, and a public servant, Norma left her mark on the world and her IATR friends and colleagues. The Norma Reyes Scholarship provides regulators who are new to IATR an opportunity to participate in our annual conference.

Ryan Sharp, Director of Transportation and Parking for the City of Hoboken, was recognized as this year's Norma Reyes Scholarship recipient. Ryan is responsible for the safe, equitable, and efficient operation of Hoboken's surface transportation systems. Ryan oversees Hoboken's award-winning Complete Streets and Vision Zero programs, which have received national acclaim after nine consecutive years without a traffic death. He is also responsible for Hoboken's shared mobility programs, including bike share, car share, and local public transit. Ryan oversees Hoboken's Parking Utility, which generates more than \$22 million annually and is responsible for curb management, maintenance and operation of municipal parking facilities, permit parking, and more. We extend our heartfelt congratulations to the 2026 award recipient and look forward to their continued leadership, dedication, and lasting impact on the future of mobility regulation!

Public Service Award



From left: **Curtis Mell**, Deputy Administrator, Nevada Taxicab Authority, **Matthew W. Daus**, IATR President, and **Vaughn Hartung**, Chairman, Nevada Transportation Authority



From left: **Radhika Kunnel**, Commissioner, Nevada Transportation Authority: **Curtis Mell**, Deputy Administrator, Nevada Taxicab Authority, **Matthew W. Daus**, IATR President, **Vaughn Hartung**, Chairman, Nevada Transportation Authority, **Yoneet Wilburn**, Attorney, Nevada Taxicab Authority, and **Todd Park**, Administrator, Nevada Taxicab Authority

The IATR proudly recognized **Vaughn Hartung**, Chairman, Nevada Transportation Authority and **Curtis Mell**, Deputy Administrator, Nevada Taxicab Authority with this year's Public Service Award. The success of IATR's 39th Annual Conference in Las Vegas would not have been possible without the exceptional support and dedication of Vaughn Hartung and Curtis Mell. Their leadership, commitment to advancing transportation innovation, and efforts to bring together regulators and industry leaders from around the world were instrumental in creating a truly remarkable conference experience. IATR extends its deepest gratitude to Vaughn, Curtis, and their entire team for their invaluable partnership, warm hospitality, and tireless efforts in making Las Vegas an outstanding host city. Their contributions not only helped make this year's conference a tremendous success but also reinforced the importance of collaboration, visionary leadership, and a shared commitment to shaping the future of mobility.

Driver of the Year Award



From left: Curtis Mell, Deputy Administrator, Nevada Taxicab Authority, Bill George, Chief Executive Officer, zTrip, Matthew W. Daus, IATR President, and Todd Park, Administrator, Nevada Taxicab Authority

The 2026 Driver of the Year Award was presented to **Mehdi Jahanbin**, Driver with zTrip. **Bill George**, CEO of zTrip received the award on behalf of Mehdi who couldn't attend the conference. George commended his professionalism, compassion, and unwavering commitment to delivering safe, dependable transportation to every passenger he serves.

The **Driver of the Year Award** recognizes not only professional excellence but also extraordinary character, compassion, and dedication to serving others. Mr. Jahanbin exemplifies these qualities in every aspect of his life. Beyond his daily responsibilities as a professional driver, he dedicates his evenings to caring for those less fortunate, personally preparing and distributing meals to individuals experiencing homelessness. During the warm summer months, he offers fresh salads, while in the winter, he provides comforting bowls of hot soup. Despite his busy days and evenings spent helping others, he arrives at work each morning with a smile on his face, cheerfully greeting his supervisor with his signature question, "Have you missed me?" This simple gesture speaks volumes about his warmth, positivity, and generous spirit. Mr. Jahanbin reminds us that being an exceptional driver goes far beyond providing transportation—it is about making a meaningful difference in people's lives. His kindness, selflessness, and unwavering commitment to uplifting the most vulnerable members of our communities make him a truly deserving recipient of this year's Driver of the Year Award.

Recognizing IATR Leadership



*From Left: **Nadia Aslam**, IATR Volunteer, **Matthew W. Daus**, IATR President, and **Sasha Ozeran**, IATR Volunteer*

IATR President **Matthew Daus** presented the **2026 Volunteer of the Year Awards** to two outstanding individuals, **Sasha Ozeran** and **Nadia Aslam**, in recognition of their exceptional contributions, dedication, and commitment to advancing IATR's mission and strengthening its global community of transportation regulators.

Sasha Ozeran was honored for her instrumental role in driving the association's initiatives forward, overseeing key programs, cultivating strategic partnerships, and bringing together transportation leaders from across the globe. Her organizational leadership, strategic vision, and dedication have played an important role in expanding IATR's reach and elevating its programs and international engagement.

Nadia Aslam was recognized for her invaluable contributions to the association's growth and success, particularly her leadership in member engagement and international outreach. Working closely with Sasha and the conference planning team, Nadia has been instrumental in delivering successful events, expanding IATR's membership, and fostering meaningful relationships throughout the global regulatory community.

Together, Sasha and Nadia embody the spirit of service, teamwork, and dedication that drives IATR forward. Their collective efforts continue to strengthen the association, inspire collaboration, and create new opportunities for regulators worldwide. Congratulations to both recipients on this well-deserved recognition and their outstanding contributions to IATR's continued success!

9th Annual Bootcamp
Bootcamp Session 101: The Evolving Regulatory Landscape for AVs (Round 1)



*From Left: **Robert Muhs, Esq.**, former VP, Government Affairs, Avis Budget Group, **Brendan Morris, PhD.**, Associate Professor, University of Nevada, Las Vegas, **Matthew W. Daus**, IATR President, **Sarah L. Catz, Esq.**, Researcher, University of California, Irvine, and **Grace Truslow**, Policy Analyst, Eno Center for Transportation*

Bootcamp Session 101, “**The Evolving Regulatory Landscape for AVs**,” consisted of three rounds exploring the regulation, technology, and future of autonomous mobility. Moderated and coordinated by **Matthew W. Daus, Esq.**, IATR President, and Transportation Technology Chair at the University Transportation Research Center (UTRC), City University of New York, the session closely discussed AV testing and deployment laws, regulatory responsibilities, and the IATR’s guiding principles for robotaxis, highlighting safety, accountability, transparency, insurance, and accessibility. **Brendan Morris, Ph.D.**, Associate Professor at the University of Nevada, Las Vegas; **Sarah L. Catz, Esq.**, Researcher at the University of California, Irvine; and **Grace Truslow**, Policy Analyst at the Eno Center for Transportation addressed AV technology fundamentals, urban transportation impacts, and safety data. At the end, **Robert Muhs, Esq.**, former Vice President of Government Affairs at Avis Budget Group explored policy goals, emerging business models, and operational approaches, including fleet-based services versus private ownership. Together, all speakers provided a comprehensive overview of the regulatory and practical considerations shaping AV deployment, emphasizing public trust, sustainability, equitable access, and integration into broader transportation systems.

Bootcamp Session 102: Autonomous Vehicle Policy & Operational Challenges & Solutions (Round 2)



*From Left: **Vaughn Hartung**, Chairman, Nevada Transportation Authority (NTA), **Shashi Nambisan**, Ph.D., Director, Transportation Research Center, University of Nevada, Las Vegas, **Alia Verloes**, Global Head of Growth, Blue Systems & Open Mobility Foundation, **Matthew W. Daus**, IATR President, **John Orlando**, former Fire Marshall, Fire Department of New York (FDNY), and **Curtis Mell**, Deputy Administrator, Nevada Taxicab Authority*

Bootcamp Session 102: Autonomous Vehicle Policy & Operational Challenges & Solutions: Las Vegas AV Showcase & Case Study explored Nevada's experience with autonomous vehicle regulation and deployment, with a focus on operational challenges, emergency preparedness, and data-enabled oversight. Moderated by **Vaughn Hartung**, Chairman of the Nevada Transportation Authority (NTA), the session featured **Curtis Mell**, Deputy Administrator at the Las Vegas Taxicab Authority; **Alia Verloes**, Global Head of Growth at Blue Systems and the Open Mobility Foundation; **John Orlando**, former Fire Marshal with the Fire Department of New York (FDNY); and **Shashi Nambisan**, Ph.D., Director of the Transportation Research Center at the University of Nevada, Las Vegas.

Vaughn examined Nevada's legislative evolution from AV testing to passenger services, explaining the division of regulatory responsibilities and gaps in requirements for law enforcement and first-responder interaction plans. **Curtis** drew on Las Vegas taxi operations to emphasize contingency planning, early communication, and practical training. **Alia** illustrated how the Mobility Data Specification (MDS) enables cities and operators to exchange information, using Los Angeles and Seattle examples to explain digital no-go zones for planned events and emergencies. **John** examined inconsistencies in emergency response plans, advocating concise rescue sheets, hands-on vehicle training, and reliable access to operator support. **Shashi** emphasized standardized communication and data-driven safety, while exploring how AVs could support evacuation and emergency supply delivery. The discussion highlighted the need for

coordinated oversight, consistent protocols, and updated regulations that anticipate future deployment challenges.

Bootcamp Session 103: Autonomous Vehicle Policy Challenges & Solutions (Round 3): Labor Displacement, Small Business Impacts & Workforce Development Solutions



*From Left: **Ed Watt**, former Director, Amalgamated Transit Union (ATU) & Transit Workers Union (TWU) - Moderator & Workshop Coordinator, **Michele Dottin**, Organizer, Independent Drivers' Guild (IDG), **Matthew W. Daus**, IATR President, **Avik Kabessa**, President, Livery Roundtable, and CEO, Carmel, **Camille Kamga, Ph.D.**, Executive Director, UTRC Region 2, The City College of New York, at the City University of NY, and **Jeff Farrah**, CEO, Autonomous Vehicle Industry Association (AVIA)*

This session looked at what may be the most politically difficult issue for autonomous vehicles: possible job losses for taxi, for-hire, bus and delivery drivers, and the economic effect on small transportation businesses. **Ed Watt**, former Director with the Amalgamated Transit Union (ATU) and Transport Workers Union (TWU), moderated and ran the workshop. The panelists were **Michele Dottin**, Organizer of the Independent Drivers Guild (IDG) and **Avik Kabessa** President of the Livery Roundtable and CEO of Carmel. **Camille Kamga, Ph.D.**, Executive Director of UTRC Region 2 at The City College of New York (CUNY), closed the session with a presentation on AV workforce development.

Ed Watt summarized organized labor's positions. Unions are calling for human safety drivers, a federal AV framework, wage-replacement protections and early involvement in AV decisions, and they pointed to past automation agreements as examples. **Michele Dottin** spoke for more than 200,000 for-hire drivers who run their own small businesses. She questioned AV safety claims and said robotaxis should be compared with professional drivers rather than average drivers. She warned that local communities would lose income and that passengers would lose the human help drivers give. **Avik Kabessa** argued that relying on a few AV companies would weaken regulators' leverage. He proposed requiring autonomous safety technology in vehicles that still

have a driver, so cities keep both the safety benefits and the service. Attendees then did a role-play exercise on how AV adoption could affect different transportation sectors and their workers. Kanga closed by describing a Waymo-funded AV maintenance training program at Bronx Community College. He noted two challenges: AV technology is proprietary and not standardized across companies, and the program depends on strong partnerships with industry. After a working hand-on exercise with attendees, the session ended with **Camille Kanga's** overview of a Waymo-funded AV maintenance training program at Bronx Community College. The session stressed that workforce development is only one part of addressing job displacement.

Jeff Farrah provided an update on the status of pending legislation at the federal and state level, including the topics of federal preemption, aligning state law frameworks, local law anomalies, and how technology and business developments impact the existing and future regulatory framework.

Welcoming & Opening Remarks: Day 1 – Keynote Speakers



*From Left: **Matthew W. Daus**, IATR President, **Hon. Shelley Berkley**, Mayor, Las Vegas, **Steve Hill**, CEO, the Las Vegas Convention and Visitors Authority, and **Vaughn Hartung**, Chairman, the Nevada Transportation Authority*

Matthew W. Daus, President of the International Association of Transportation Regulators (IATR), opened the 39th Annual IATR Conference and welcomed attendees to Las Vegas. He introduced the opening keynote speaker, **Hon. Shelley Berkley**, Mayor of Las Vegas, and thanked her for encouraging and supporting IATR to hold the conference in the city. She described the city as a business-friendly technology hub. She highlighted its innovation district, driverless vehicles such as Zoox, Waymo and Motional, and the Vegas Loop tunnel system expanding downtown. She also covered the city's bus rapid transit plans, AI-powered pedestrian

detection on Fremont Street, traffic signal upgrades for autonomous vehicles, and Regional Transportation Commission (RTC) Bike Share. She thanked IATR for choosing Las Vegas as the conference destination and attendees for their business, which keeps the city moving.

Matt introduced **Steve Hill**, CEO of the Las Vegas Convention and Visitors Authority. **Steve** welcomed attendees to Las Vegas and thanked Vaughn for the introduction and partnership. He highlighted Nevada's role in autonomous vehicles, from the first testing law in 2011 to Zoox and Waymo's recent launch in the city. He closed by thanking everyone for coming and inviting them to return.

Plenary Session 1 ***Automated Vehicle Policy, Regulatory & Business Developments***



*From Left: **Paul Escobar**, Lead for State Policy and Regulatory Affairs, Zoox, **Adam Lane**, Public Policy Manager, State & Local, Waymo; **Sam Wempe**, Director of Government Relations, Motional; **Matthew W. Daus**, IATR President, and **Jeff Farrah**, CEO, Autonomous Vehicle Industry Association (AVIA), and **Daniel Berkovits**, Senior Vice President of Strategy, Via.*

This session looked at the latest trends in autonomous vehicle (AV) technology, business models, and regulation from the industry's point of view, with a focus on how AVs are growing in Las Vegas. **Jeff Farrah**, CEO of the Autonomous Vehicle Industry Association (AVIA), was a moderator. The panelists were **Adam Lane**, Public Policy Manager, State & Local, at Waymo; **Paul Escobar**, Lead for State Policy and Regulatory Affairs at Zoox; **Sam Wempe**, Director of Government Relations at Motional; and **Daniel Berkovits**, Senior Vice President of Strategy at Via.

Jeff Farrah, CEO, AVIA guided the discussion through community and first-responder engagement, partnerships with public transit, new jobs and state deployment laws. He pointed to AVIA's work with disability advocates on technology that lets wheelchair users secure themselves

in vehicles without help. He also noted that 26 states, covering about 58% of the U.S. population, now allow AV deployment.

Adam Lane, Public Policy Manager, State & Local, Waymo, said Waymo now provides about half a million trips a week and had launched in Las Vegas the day before. He shared Waymo's published safety data, including a 94% reduction in crashes causing serious injury. He described what Waymo learned from working with first responders, how AVs can fill gaps in public transit service, and the new jobs fleet operations create. He also covered accessibility features and the planning Las Vegas requires, such as working with hotels on the Strip. His prediction was a federal AV framework before 2030.

Paul Escobar, Lead, State Policy and Regulatory Affairs, Zoox, said Las Vegas is Zoox's first commercial market. Zoox's vehicles are built in the U.S. and have no steering wheel or pedals. He stressed that Zoox is earning trust through transparency and early engagement with first responders, supported by exterior communication systems on the vehicles. He highlighted Zoox's Las Vegas facility of more than 210,000 square feet and its 700-plus local employees. He credited Nevada's clear regulatory pathway for that investment and spoke about accessibility for riders with disabilities.

Sam Wempe, Director of Government Relations, Motional, noted Motional's nearly 10 years of testing in Las Vegas and its pilot with Uber, which is set to go fully driverless later this year. He praised Nevada regulators and the Las Vegas Metropolitan Police Department (Metro PD) for their workshops with AV companies. He described Nevada's step-by-step framework, starting with testing and building up to commercial passenger service. He said companies need clear rules for commercial deployment years in advance, and he highlighted job paths for former drivers.

Daniel Berkovits, Senior Vice President, Strategy, Via, described Via's role in about a dozen autonomous transit pilots, including work with Motional and Waymo. He said AVs will complement public transit rather than replace it, and that they could help agencies with operator shortages. He cautioned that costs are still high and accessibility needs to improve. He predicted that by 2035 nearly every new transit vehicle will have some form of autonomous technology.

The session closed with an intriguing audience question about accessibility. IATR President **Matthew W. Daus** responded that IATR will address accessibility and the outdated Model Regulations for Accessible Taxicabs and For-Hire Vehicles standards in its next model regulations update.

Plenary Session 2: Delivery Bots Are Here! Developing a Safe, Affordable & Sustainable Regulatory Framework for Personal Delivery Devices



*From Left: **Ryan Sharp**, Director of Transportation and Parking, City of Hoboken, New Jersey, **Henry Greenidge**, Senior Policy Advisor & Counsel, Autonomy & Robotics, DoorDash, **Matthew W. Daus**, IATR President, **Jarvis Murray**, Commercial Rideshare and Mobility Administrator, LA DOT, **Vignesh Ram**, Vice President of Public Policy, Serve Robotics, **Carl Hansen**, Vice President, and Head of Government Relations, Coco Robotics*

This session looked at how personal delivery devices (PDDs), also called delivery robots or bots, are growing in the U.S. and abroad, and how regulations for them are developing. **Jarvis Murray**, Commercial Rideshare and Mobility Administrator at the Los Angeles Department of Transportation (LADOT), Chair of IATR's Technology Innovation Committee, moderator. The panelists were **Carl Hansen**, Vice President and Head of Government Relations at Coco Robotics; **Vignesh Ram**, Vice President of Public Policy at Serve Robotics; **Henry Greenidge** Senior Policy Advisor & Counsel, Autonomy & Robotics at DoorDash Labs; and **Ryan Sharp**, Director of Transportation and Parking for the City of Hoboken, New Jersey. In his introduction, **Matthew Daus** said **IATR and the University Transportation Research Center (UTRC) are writing a report on PDDs that will lead to an IATR model regulation.**

Jarvis Murray described how Los Angeles has moved from a small delivery-robot deployment of approximately 25 devices to more than 500 citywide, primarily serving deliveries within a one- to one-and-a-half-mile radius of restaurants and other pickup locations. He explained that LA requires sidewalk robots to operate at walking speeds; approximately three to five miles per hour and uses data specifications to communicate operating requirements to operators. These efforts sit within his broader responsibilities for taxis, private ambulances, bikeshare, micromobility and public EV charging. He also highlighted the emerging curb-management challenges around delivery-only “ghost kitchens.” At one location housing approximately 20–25

kitchens, he observed robots, bicycles and cars converging on the same pickup area, prompting requests for bicycle racks, designated robot staging areas and better vehicle parking arrangements. His central policy objective was to match the delivery method to the task: short neighborhood deliveries should not require a full-sized car when a bicycle or small robot can serve them.

Carl Hansen said that Coco's started in 2020 in West Los Angeles and has grown to multiple cities across the U.S. and in Finland. He said delivery robots help local businesses compete, and that sidewalk data from Coco's robots is being shared with the city of Helsinki and with BlindSquare, a navigation app for blind and visually impaired users. He called for consistent rules across cities and gave an example of how feedback from wheelchair users changed how Coco's robots behave near crosswalks.

Vignesh Ram shared the Serve Robotics company has deployed more than 2,000 delivery robots nationwide since beginning service in 2019–20. He explained that Serve focuses on the large share of local delivery orders occurring within roughly 1.5 miles, where using a full-sized car to move a small order can be inefficient. He said the company has completed hundreds of thousands of deliveries, generating operational experience across sidewalks, pedestrian corridors and complex intersections. He emphasized that this data could help identify recurring safety and accessibility issues, including obstructed sidewalks, missing curb cuts, vegetation encroachment and locations with repeated close calls between robots and motor vehicles. He further described an example near Dialogue Cafe in West Hollywood, where Serve observed multiple close calls at a particular crossing and could quantify the location's risk profile. He argued that this type of information can give cities a more systematic basis for prioritizing street-safety and sidewalk-maintenance improvements. He also described Serve's multimodal pilot with Wing, in which a sidewalk robot collected an order at a restaurant, transferred it to a drone at a designated location, and the drone completed the final portion of the trip. The example illustrated how robots, drones, cyclists and human couriers may serve different parts of a future delivery network.

Henry Greenidge explained DoorDash Labs' approach to a multimodal delivery network, combining human couriers, sidewalk robots, bike-lane delivery devices and drones. Rather than using one delivery method everywhere, DoorDash evaluates merchant locations, order patterns and neighborhood conditions to determine which option fits a particular market. Its autonomous delivery platform coordinates those choices, with automation intended to support growing demand alongside human Dashers. He emphasized that deployment requires close coordination with cities, cycling advocates and first responders, including demonstrations, safety training and community feedback before launch. He also discussed opportunities to share information about debris and overgrown vegetation in bike lanes, helping cities prioritize maintenance. He concluded that autonomous delivery should be deployed to solve real community and business challenges; not simply to introduce technology for its own sake.

Ryan Sharp explained how Hoboken, a densely populated, pedestrian-first city, regulates PDDs. The city passed an ordinance, signs a separate agreement with each company, and is phasing in the robots gradually. Companies must share MDS data, and they face penalties for entering no-go zones. He said cities have little federal or state guidance and called for a common regulatory model that other localities can adopt.

The session concluded with a discussion about effective regulatory approaches, workforce considerations, and the appropriate legal treatment of delivery robots. Panelists emphasized the importance of continued research, data-driven policymaking, and balanced regulations that support innovation while protecting workers, pedestrians, and the public.

Fireside Chat – Richard Willder, Uber



From Left: **Richard Willder**, Global Head of Autonomous Policy, Uber and **Matthew W. Daus**, IATR President

This fireside chat examined Uber’s role in autonomous mobility and the regulatory, workforce and community issues involved in moving AVs from pilots to scale. IATR President **Matthew W. Daus** moderated the discussion with **Richard Willder**, Uber’s Global Head of Autonomous Policy.

Richard Willder explained that Uber has shifted from developing its own AV technology to providing a platform for AV developers and fleet operators. Through the Uber app, riders will increasingly be able to choose between autonomous and human-driven services, creating a hybrid network in which both remain important.

Richard said cities are moving beyond early operational concerns and asking broader questions about labor, equity, congestion, safety and local control. He acknowledged that AVs are already affecting driver utilization and earnings in some markets, while emphasizing that human drivers will remain necessary to serve peak demand, areas outside AV operating zones and trips requiring services automation cannot yet provide.

The discussion ended on the need for early and transparent engagement among regulators, AV companies, labor and local communities. **Willder** supported IATR’s robotaxi principles, particularly their focus on safety, workforce impacts, equity, phased deployment and local

participation, while **Daus** confirmed that IATR plans to build upon them through more detailed model regulations.

Plenary Session 3
Regulator “Star Trek” Round 1 – TOS: “The Original Series”



*From Left: **Kristin Marriott**, Deputy Chief of Vehicle for Hire Public Safety, The City of Calgary, Alberta, Canada, **Jill Plaza**, Taxi and Contracted Transportation Services Administrator, SunLine Transit Agency, **Shao (Pat) Tsen**, Interim Chief Deputy, and Deputy Executive Director for Consumer Policy, Transportation, and Enforcement, California Public Utilities Commission (CPUC), **Vaughn Hartung**, Chairman, the Nevada Transportation Authority, **Maria Irshad**, Deputy Director, Administration and Regulatory Affairs Department, The City of Houston, Texas (ParkHouston), **Hon. Jeff Roth**, former NYC Deputy Mayor for Operations, and **Josh Lynch**, Deputy Director, Administration & Regulatory Affairs Department, Portland Bureau of Transportation*

This session examined how regulators in the United States and Canada are responding to autonomous vehicles (AVs) while modernizing rules for taxis, ride-hailing, accessibility, and public transit connections. **Hon. Jeff Roth**, former NYC Deputy Mayor for Operations was a moderator. The panelists were **Shao (Pat) Tsen**, Interim Chief Deputy, and Deputy Executive Director for Consumer Policy, Transportation, and Enforcement at the California Public Utilities Commission (CPUC); **Kristin Marriott**, Deputy Chief of Vehicle for Hire Public Safety at the City of Calgary, Alberta, Canada; **Jill Plaza**, Taxi and Contracted Transportation Services Administrator at SunLine Transit Agency; **Josh Lynch**, Deputy Director, Administration & Regulatory Affairs Department at the Portland Bureau of Transportation; and **Maria Irshad**, Deputy Director, Administration and Regulatory Affairs Department at the City of Houston, Texas. The discussion emphasized accountability, public safety, and the need for regulations to keep pace with changing technology while reflecting local conditions.

Jeff Roth described how New York City is managing accessibility, electrification, driver pay and platform accountability across its large taxi and for-hire market. He said having

wheelchair-accessible vehicles is not enough if passengers cannot reliably book them. He also discussed cooperation between ride-hailing platforms and yellow taxis, congestion pricing and competing demands for curb space. On AVs, he explained that New York requires separate state and city approvals for testing, with a trained operator in the driver's seat. At the time of the session, there was no legal pathway for commercial driverless service in the city.

Maria Irshad explained how Houston is managing AV services already operating on its streets. Although Texas preempts local regulation of AV operations, cities can still enforce parking, traffic and loading-zone rules, with the vehicle owner or permitted commercial operator responsible for violations. She described a robotaxi cited for parking in a government-vehicle-only area and operators moving vehicles off residential streets after complaints about overnight storage. She also highlighted coordination with AV companies around FIFA-related road closures and said operators must account for Houston's flooding, hurricanes, construction and other local conditions.

Kristin Marriott outlined Canada's measured approach to automated mobility, which remained focused on testing and pilot programs rather than public, fare-paying, fully driverless robotaxi services. She described differences among provincial frameworks and highlighted winter performance, insurance, safety and accessibility as important considerations. In Calgary, priorities include an online licensing system, driver training, enforcement and the WAV Calgary centralized wheelchair-accessible taxi dispatch program. She said regulators need more timely trip data and stronger document verification as AI tools make it easier to alter police checks, inspection records and other licensing documents.

Josh Lynch described Portland's proposed AV rules, which treat autonomous passenger services as for-hire transportation subject to city oversight. Proposals include electric vehicles, passenger safety and first-responder plans, at least 50,000 miles of local testing, fleet caps, clearer loading rules and data-privacy protections. He also described a proposal to permit an automated driving system as one "driver" across multiple vehicles. Because the same system could repeat unsafe behavior throughout a fleet, violations could put that shared driver permit—and potentially the fleet's operations—at risk. He emphasized that the proposals were still being developed through public engagement and discussions with city officials.

Jill Plaza discussed ways to support taxi businesses and expand transportation options in California's Coachella Valley. To address rising insurance costs and fewer available insurers, SunLine's regulatory administration changed its ordinance to allow insurers authorized to write business in California, rather than only admitted insurers, giving taxi companies access to additional bids through surplus-lines coverage. She also explained how the federal taxicab exemption from certain transit drug-and-alcohol testing requirements can support partnerships with taxis and ride-hailing providers. She emphasized that passengers must have a genuine choice between at least two providers and described voucher and subsidized-ride programs that can help close transit gaps.

Shao (Pat) Tsen explained California's two-part AV framework: companies first obtain DMV approval to operate on public roads, then CPUC approval to provide passenger service. CPUC oversight includes passenger safety plans, trip reporting, reports of unplanned stoppages requiring human intervention, investigations and enforcement. **Tsen** said the agency's goals

include safety, disability access, better service for disadvantaged communities and reduced emissions. Ongoing rulemaking is examining issues such as transporting minors and privately owned automated vehicles used on ride-hailing platforms. She stressed that regulations must remain flexible as companies introduce new services and business models.

The session closed with a discussion about accessibility beyond wheelchair users, responsibility for AV violations, emergency preparedness and the balance between local and state authority. Panelists acknowledged the importance of how driverless services would assist passengers who need help boarding or exiting. In a final round, speakers identified taxi business viability, planning for the Los Angeles 2028 Olympics, AI-altered licensing documents and delivery services as issues demanding growing attention. The closing discussion emphasized that regulations must remain living documents, continually updated as technology and community needs change.

Plenary Session 4 Modernizing Accessible Transportation Services & Regulation! - Public Transit Partnerships, Technology & NEMT Developments



*From Left: **Chris Margaronis**, Head of Partnerships, Uber Transit, **John Rinaldi**, CEO, NEMT Solutions, **Jeff Maltz**, Co-founder and CEO, Silver Ride, **Alex Elegudin**, Co-founder and Board Member, Wheeling Forward, **Matthew W. Daus**, IATR President, **Jason Mischel**, Former Commissioner and General Counsel of the NYC Mayor's Office for People With Disabilities, Founder, JRM Legal Research, and **Sean Bouffiou**, For-hire and Shared Transportation Program Manager, King County*

This session looked at how public transit agencies are partnering with taxis, transportation network companies (TNCs) and non-emergency medical transportation (NEMT) providers to improve accessible transportation. **Alex Elegudin**, Co-founder and Board Member at Wheeling Forward was a moderator. The panelists were **Chris Margaronis**, Head of Partnerships at Uber Transit; **Jeff Maltz**, Co-founder and CEO of Silver Ride; **Jason Mischel**, Former Commissioner

and General Counsel of the NYC Mayor’s Office for People With Disabilities and Founder of JRM Legal Research; **Sean Bouffiou**, For-hire and Shared Transportation Program Manager at King County; and **John Rinaldi**, CEO of NEMT Solutions. The discussion focused on expanding rider choice while maintaining safety and appropriate assistance, improving coordination through technology, and updating IATR’s Model Regulations for Accessible Transportation.

Alex Elegudin said the boundaries between public transit, paratransit, NEMT and private transportation are becoming less distinct as services and technology become more integrated. He emphasized that passengers with disabilities have different needs and may value different services depending on the trip. As a wheelchair user, he challenged the panel to balance safeguards with passengers’ ability to choose their transportation. He also urged regulators to look beyond traditional taxi and TNC categories when those divisions limit access to scarce wheelchair-accessible vehicles.

Chris Margaronis described partnerships that use existing driver networks to fill gaps in public transportation. He highlighted Metrolink’s use of \$50 Uber vouchers during rail disruptions and said a New Jersey Transit paratransit partnership helped improve on-time performance. He supported retaining the FTA taxicab exemption from certain drug-and-alcohol testing requirements to offer additional services through rider-choice programs. He acknowledged that standard TNC services are not appropriate for every passenger and said agencies must understand riders’ needs, explain service differences and clearly define what their technology should prioritize. He also warned that transit funding pressures make more efficient service delivery increasingly important.

Jeff Maltz emphasized that accessible transportation involves more than providing wheelchair-accessible vehicles. Passengers may have cognitive disabilities, use canes or walkers, or need assistance that a standard ride-hailing service does not provide. He raised concerns about inconsistent safeguards and said agencies should carefully assess whether alternative services meet individual needs, particularly as passengers’ conditions change. He also described how driver familiarity, specialized training and better rider information can improve service and reduce cancellations. Using Las Vegas as an example, he stressed the importance of clearly explaining new transportation options before introducing them.

Jason Mischel described the development of IATR’s original accessible transportation model regulations around 2014, bringing together regulators and stakeholders from different jurisdictions to establish practical standards for vehicles, driver training and accessible technology. He said those regulations now need updating to reflect app-based services, autonomous vehicles and changing business models. At the same time, many communities still lack basic wheelchair-accessible transportation. He identified vehicle costs, operating expenses and competing priorities as continuing barriers, and said integrated services need consistent training, enforceable standards and better communication about passengers’ assistance needs.

Sean Bouffiou described a coordinated dispatch project in King County intended to make wheelchair-accessible vehicles available across multiple transportation platforms, regardless of their usual dispatch affiliation. The goal is to make existing vehicles easier to find and use, improve driver efficiency and support both public access and paratransit connections. He explained that

King County and Seattle use a wheelchair-accessible transportation surcharge to help offset vehicle acquisition and conversion costs, mileage, insurance and other expenses. He said funding is essential to sustaining accessible service, while state preemption can limit other jurisdictions' ability to establish similar programs. He also emphasized that alternative service models should not mean lower standards.

John Rinaldi shared the perspective of a provider serving rural Ohio, where trips can require long empty drives to reach passengers and where TNC availability may be limited or nonexistent. He stressed the value of knowing clients, allowing them to request familiar drivers and maintaining relationships that support their medical transportation needs. He said broker arrangements can disrupt that continuity and that short trips may be financially difficult when payment covers only miles traveled with the passenger. He also described using software, electronic signatures, GPS and telematics to document trips in real time, support billing accuracy and give agencies transparent proof that services were delivered.

The panel ended on the importance of transparent trip verification, better coordination among transportation and social-service regulators, and licensing structures that reflect how accessible transportation is delivered. **Matt** said IATR should engage more closely with agencies responsible for transportation funding and Medicaid and Medicare oversight, along with its TNC working group. He also suggested examining whether dedicated NEMT or paratransit licensing categories could better accommodate evolving services instead of forcing them into existing regulatory categories. The discussion would continue at the following day's unconference and help inform updates to IATR's accessible transportation model regulations.

Plenary Session 5 ***Technology & Innovation: The Road to Vision Zero!***



*From Left: **Kate Conway**, Vice President, Government Relations, Verra Mobility, **Eric Richardson**, Strategic Mobility Advisor, Windels Marx / Co-Chair, IATR Safety Committee, **Matthew W. Daus**, IATR President, **Betty Row**, CEO and Founder, DareeSoft, and **Jim Neumann**, CEO and Founder, TrueDNA*

This session looked at how technology can help advance Vision Zero through safer vehicles, better road conditions and changes in driver behavior. **Eric Richardson**, Strategic Mobility Advisor at Windels Marx, Co-Chair of IATR's Safety Committee was a moderator. The panelists were **Kate Conway**, Vice President, Government Relations at Verra Mobility; **Betty Row**, CEO and Founder of DareeSoft; and **Jim Neumann**, CEO and Founder of TrueDNA. The discussion emphasized prevention, including real-time vehicle maintenance and recall monitoring, AI-powered road inspections and automated traffic enforcement. In his introduction, **Matthew Daus** encouraged regulators to consider technologies that can strengthen safety oversight beyond traditional inspections and enforcement methods.

Eric Richardson framed road crashes as a public safety crisis with devastating consequences for families and communities. He described the Safe System approach, which combines safer vehicles, road users, speeds and roads with stronger post-crash care. Although autonomous vehicles may offer future safety benefits, he stressed that technologies available today—including telematics, cameras, automatic braking, recall alerts and road-condition monitoring—can already help reduce risks. He also challenged reliance on annual vehicle inspections, saying they provide only a snapshot and may miss unsafe conditions that persist between inspections.

Jim Neumann described a platform that brings together vehicle maintenance, recalls, inspections, collision information and ownership history into a connected digital record. He said real-time recall alerts can help fleet operators identify affected vehicles and arrange repairs sooner. He also explained TrueDNA's rewards program, which uses digital-wallet incentives to encourage drivers to share vehicle information and complete maintenance. Other features include smoking and vaping alerts and collision notifications that prompt drivers to document what happened immediately after an incident. He said these tools can support safer fleet operations and provide a clearer record of a vehicle's condition throughout its life.

Betty Row focused on the time between a road hazard forming and an agency discovering and addressing it. She called this the "age of the hazard" and said cities should measure not only how many problems exist, but how long people remain exposed to them. DareeSoft's Road Information as a Service uses equipment installed in vehicles already traveling their normal routes, including taxis and buses, to detect potholes, damaged signs, broken guardrails and other road problems. She described a Seoul deployment involving more than 340 devices and reported an 85% reduction in the time required to dispatch emergency repairs. She emphasized that information must reach the staff responsible for taking action, rather than simply remain on a dashboard.

Kate Conway discussed automated enforcement tools, including speed, red-light, school bus stop-arm, bus-lane and bike-lane cameras. She said these programs should be designed to change driver behavior and reduce dangerous violations, not generate revenue. She cited reductions in violations and repeat offenses across customer programs, including a reported 60% reduction in speeding violations at San Francisco's 33 pilot locations after one year. She stressed the importance of identifying data to identify high-risk locations, educating the public, using warning periods, and regularly evaluating results. She also described automated enforcement as one tool within a broader safety strategy, rather than a complete solution on its own.

Panelists addressed privacy, data ownership and responsibility for violations. **Kate** distinguished violation-focused enforcement cameras from broader surveillance networks and described human review, limits on data access and retention, and vehicle-owner liability in many programs. **Betty** discussed blurring faces and license plates and adapting data practices to customer requirements, while **Jim** said TrueDNA's data-sharing approach relies on users opting in. Panelists emphasized that clear rules, transparency and oversight are important to maintaining public trust.

The panel ended on connecting technology with practical safety policy. **Eric** encouraged regulators to seek ongoing information about the condition of licensed vehicles rather than rely solely on periodic inspections. **Kate** emphasized defining the specific safety problem, tailoring enforcement to it and measuring whether behavior changes, while **Betty** called for more regular and standardized road-condition data collection. The closing message was that technology must lead to timely action and measurable safety improvements, with public safety remaining the central mission.

Plenary Session 6 Mobility Association Summit



*From Left: **Jim Broderick**, Director of Policy and Government Affairs, ITS America, **Jim Peters**, President, Responsible Hospitality Institute (RHI), **Matthew W. Daus**, IATR President, **Paul Steier**, Vice President of Law Enforcement Program and Services, American Association of Motor Vehicle Administrators (AAMVA), **Daniel Eppstein**, Head of Partnerships, CoMotion, and **Josh Schank**, Executive Director, ACES Mobility Coalition*

This session brought together association leaders to discuss the priorities of transportation businesses, drivers and other mobility stakeholders, and how regulators can work with them toward shared goals. IATR President **Matthew W. Daus** moderated three rounds covering ground transportation industry concerns, public-private and academic partnerships, and nonprofit

government and mobility interests. Across the presentations, speakers emphasized collaboration on insurance affordability, fair competition, driver protections, accessibility and the integration of emerging technology.

Round 1: Representing & Supporting the Ground Transportation Industry



Bill Rouse, The Transportation Alliance (TTA)



Tiffany Hinton, National Limousine Association (NLA)



Ira Goldstein, Black Car Fund

Bill Rouse, The Transportation Alliance (TTA), described TTA's renewed focus on growth, education and advocacy, including expanded support for non-emergency medical transportation (NEMT) providers. He identified rising claims costs and insurance affordability as major industry concerns and highlighted educational programs on operations, contracting, safety, risk management and artificial intelligence. He also described successful taxi partnerships with ride-hailing platforms, saying his operations had completed more than 2.5 million Uber trips. Despite those partnerships, he said policy disagreements remain, particularly around liability and safety requirements for federally funded transportation. He called for consistent standards across providers and outlined TTA's advocacy on NEMT fraud prevention, independent contractor status, insurance and tort reform.

Tiffany Hinton, National Limousine Association (NLA), said escalating insurance premiums are threatening the viability of chauffeured transportation businesses. She called for insurers to recognize operators' investments in driver training, telematics, vehicle maintenance and risk management, and discussed the need for clearer rate-setting practices and alternative coverage models. She also highlighted unlicensed operators who market themselves through websites and social media, making it difficult for consumers to distinguish them from licensed businesses. She described NLA-supported research on illegal operations and encouraged stronger cooperation among regulators, airports, law enforcement and licensed operators. Consumer and corporate travel-buyer education, searchable licensing information and better verification of insurance documents were among the approaches she supported.

Ira Goldstein, Black Car Fund, described the fund's statutory model for providing workers' compensation and additional benefits to independent contractor drivers in New York. He said it covered approximately 125,000 drivers, with nearly 70,000 enrolled in its additional benefits program. He highlighted health navigation, hospital indemnity coverage, preventive screenings, license monitoring and paid participation in safety training. He also discussed illegal airport solicitation and described stronger enforcement, penalties, passenger education and interagency cooperation as important responses. Raising concerns about Empower's operation outside the licensing framework, he warned that drivers may not understand the potential consequences for workers' compensation coverage and other benefits.

The round ended on treating enforcement as an investment in public safety and the viability of licensed transportation. Speakers emphasized sharing resources, training airport and law enforcement personnel to recognize violations, and helping drivers understand lawful pathways to establish their own businesses.

Round 2: Public, Private & Academic Partnerships & Collaboration



Jim Broderick, ITS America



*Joshua Schank, Automated
Connected Electric Shared (ACES)
Mobility Coalition*



*Daniel Eppstein, CoMotion
Global*

Jim Broderick, Director of Policy and Government Affairs at ITS America, described the organization's work bringing public agencies, private companies and academic institutions together to improve safety and mobility through technology. Priorities include increasing technology investment in federal surface transportation legislation and developing the digital infrastructure needed to support modern transportation systems. He outlined support for a federal autonomous vehicle (AV) safety framework that provides regulatory certainty while preserving state and local responsibilities for traffic laws and congestion management. He also highlighted an AV peer exchange involving more than 36 public agencies, resources being developed on AV data and vehicle cybersecurity, and a forthcoming playbook on using technology to manage major events.

Joshua Schank, Automated Connected Electric Shared (ACES) Mobility Coalition, explained that ACES is a public-transit-driven organization focused on making shared autonomous mobility useful to transit agencies and passengers. He said financial pressures and driver shortages require agencies to explore ways to expand service without proportionately increasing costs. Legislative priorities include clarifying the use of federal transit funds for private and autonomous mobility partnerships, adapting vehicle-testing arrangements to new vehicle types, and supporting workforce development. He emphasized that automation should help provide more service and allow workers to move into customer-service and technology roles, rather than simply eliminate driving positions. He also described ACES's work sharing research and practical lessons to make public-private partnerships easier to develop.

Daniel Eppstein, CoMotion Global, described CoMotion as a forum where public and private mobility leaders can understand one another's constraints and develop partnerships. He said the AV conversation has shifted from whether the technology should exist to how it should be integrated, with accessibility, equity, labor, insurance and liability still requiring attention. He highlighted first- and last-mile connections and the possibility of treating journeys involving AVs, public transit and bicycles as coordinated trips. He also discussed moving pilots toward sustainable

services, helping smaller municipalities participate through regional partnerships, and learning from international mobility developments.

The round emphasized starting with a clearly defined transportation problem rather than a particular technology. Speakers connected successful partnerships to workable funding rules, workforce planning, shared research and opportunities for government and industry to understand each other's needs.

Round 3: Representing Non-Profit Government & Mobility Interests



Jim Peters, Responsible Hospitality Institute (RHI)



Paul Steier, American Association of Motor Vehicle Administrators (AAMVA),

Jim Peters, Responsible Hospitality Institute (RHI), discussed transportation's role in supporting safe and inclusive social districts and nighttime economies. He said planning must account for both visitors and employees, including workers whose shifts end after public transit stops operating. Reliable nighttime transportation can help prevent impaired driving, move crowds out of busy districts and reduce conflicts with nearby residents. He highlighted challenges involving pickup and drop-off areas, curb access, scooters, bicycles and pedestrian safety, along with practical questions about how AVs would serve nighttime passengers. He encouraged transportation officials to work with nighttime managers and warned that statewide regulation may not adequately reflect different communities' local needs.

Paul Steier, American Association of Motor Vehicle Administrators (AAMVA), outlined the organization's work on mobile driver's licenses, electronic vehicle titles, DMV data access, fraud prevention and AV oversight. He described AAMVA's guidance for jurisdictions developing AV permitting, inspections, remote-operator requirements and first-responder procedures, as well as guidance on automated delivery vehicles and devices. He also highlighted risks from aftermarket modifications and devices that defeat driver-monitoring systems, saying investigators and licensing officials need to recognize their potential role in crashes. Other priorities include understanding the safety effects of advanced driver assistance systems, addressing workforce concerns and sharing information across jurisdictions.

The panel ended on the importance of continued cooperation among regulators, industry associations and other mobility stakeholders. The discussion highlighted shared priorities around safety, fair competition, accessibility, driver protections and regulatory modernization, while

recognizing that different communities and transportation sectors face different challenges. Speakers emphasized that sharing research, practical experience and policy ideas can help organizations respond to change and work toward common goals.

Plenary Session 7
Regulator Star Trek – Round 2:
TNG – “The Next Generation” –
Multi-Modal Integration, Coordination & Innovation



From Left: **Vaughn Hartung**, Chairman, Nevada Transportation Authority, **David Douglas**, Surface Transportation Security Inspector, Transportation Security Administration (TSA), USDHS, **Abdul Rafih**, Coordinator for Parking, Safety and Compliance, The City of Calgary, Canada, **Tilly Chang**, Executive Director, San Francisco County Transit Authority (SFCTA), **Adama Sarr**, Mayor, Keur Massar Nord, Senegal, **Russell Vickers**, Co-founder and CEO, Future Mobility Campus, Ireland, **Leonardo Fewell**, For-Hire Vehicle Administrator, San Diego Metropolitan Transit System (MTS), and **Arif Welcher**, Assistant Director, Port Authority of New York & New Jersey

This session looked at how government and quasi-government organizations are integrating emerging technologies into transportation systems while addressing safety, accessibility, sustainability and competing demands for public space. **Leonardo Fewell**, For-Hire Vehicle Administrator at the San Diego Metropolitan Transit System (MTS) was a moderator. The panelists were **Russell Vickers**, Co-founder and CEO of Future Mobility Campus Ireland; **Tilly Chang**, Executive Director of the San Francisco County Transportation Authority (SFCTA); **David Douglas**, Surface Transportation Security Inspector at the Transportation Security Administration (TSA); **Arif Welcher**, Assistant Director at the Port Authority of New York & New Jersey; **Abdul Rafih**, Coordinator for Parking, Safety and Compliance at the City of Calgary; and **Adama Sarr**, Mayor of Keur Massar Nord, Senegal. The discussion emphasized coordination across agencies and transportation modes to advance IATR’s mission of “Multi-Modal Mobility for All.”

Leonardo Fewell framed the discussion around integrating autonomous vehicles (AVs) and other innovations into existing transportation systems. He asked panelists to connect their projects to practical challenges, including congestion, curb management, sustainability, security and major-event planning. Throughout the session, he emphasized the need to bridge the gap between rapidly developing technology and existing regulations, while recognizing that passengers experience travel across multiple services and jurisdictions as one journey.

Tilly Chang Tilly Chang shared lessons from San Francisco's experience with AV testing and deployment. She clarified that AV permitting falls under the jurisdiction of California's DMV and PUC, while local agencies monitor transportation impacts and respond to operational challenges. She described a major power outage that left AVs stranded and highlighted the need for stronger emergency protocols, better reporting and greater transparency. She also discussed SFCTA's conceptual safety permitting framework, which proposes incremental, performance-based deployment with clear metrics and opportunities to adjust. She called for a structured role for cities in state and federal policy discussions, preservation of state and local responsibilities, and workforce planning as automated technology expands into public transit.

Russell Vickers described efforts to prepare Ireland for AV testing and deployment, which he said were not yet lawful at the time of the session. He emphasized Ireland's rural transportation gaps and argued that automated services should complement existing public transit and taxis rather than simply compete for established urban markets. He also outlined European efforts to develop a large-scale AV testbed, more consistent regulatory frameworks across participating countries, and supporting digital infrastructure. Accessibility remains an important consideration, given Ireland's wheelchair-accessibility requirements for new taxi vehicle licenses. He also highlighted cross-border challenges between the Republic of Ireland and Northern Ireland, where vehicles encounter different regulatory systems, road signs and speed units.

Abdul Rafih explained why curb space should be treated as critical transportation infrastructure rather than leftover space between the road and sidewalk. Parking, transit stops, loading, taxis, ride-hailing, bicycles and emergency vehicles already compete for the same limited space, with AVs adding another layer of complexity. He described Calgary's use of license plate recognition technology, generating approximately 12 million observations annually, to support enforcement and better understand how vehicles use the curb. Digital mapping also helps the city configure location-specific rules and respond to temporary changes during major events. He emphasized consistent compliance rather than punitive enforcement and urged regulators, cities and airport authorities to share information instead of working in silos.

Arif Welcher connected transportation innovation to the agency's sustainability goals across airports, ports, bridges, tunnels and rail facilities. He described its commitment to net-zero greenhouse gas emissions by 2050 and the need to work with tenants and other stakeholders whose operations contribute to those emissions. He discussed autonomous shuttle pilots in controlled airport environments, where routes and access can be managed more closely than on public streets. He said zero-emission AVs can support sustainability goals, while automation alone does not make a vehicle sustainable. He also highlighted the importance of operational efficiency, partnerships and emergency preparedness as electric vehicles and other new technologies become more common.

Adama Sarr discussed the gap between the transportation technologies demonstrated at the conference and those available in his community. With Senegal preparing to host the Youth Olympic Games, he said the conference offered valuable ideas for transportation planning and modernization. He emphasized that adopting advanced technology requires preparation rather than simply importing vehicles or applications. His central priority was building a coordinated transportation ecosystem that brings public and private services together, replacing fragmented approaches driven by individual interests. He expressed interest in international partnerships and learning from other jurisdictions to help Senegal and other African communities prepare for future mobility.

David Douglas outlined the agency's surface transportation security work and the assessments and training it offers at no cost. These include reviews of security vulnerabilities, tabletop exercises, cybersecurity workshops, security planning templates and assessments of whether frontline staff follow established procedures. He also described training on security awareness, improvised explosive device recognition, active-shooter response and human trafficking. He emphasized that transportation workers are often the first to notice suspicious activity and need to know what to recognize, how to respond and whom to contact. The discussion highlighted opportunities for regulators and operators to incorporate these resources into their own training and preparedness programs.

The panel ended on the importance of planning, partnerships and continued learning as transportation systems evolve. Speakers emphasized that successful innovation requires more than new vehicles or platforms: it also depends on effective governance, usable data, trained personnel, security preparedness and attention to local needs. The closing remarks recognized the depth of the issues discussed and the value of continued international exchange in turning emerging technologies into practical mobility improvements.

The Closing Party!



The IATR 2026 Conference concluded in true Las Vegas style with an unforgettable Gala Reception at **Hakkasan at MGM Grand**. The evening featured a lively performance by the “**Rocking Regulators**,” led by IATR President **Matthew Daus**, who delivered an electrifying performance on lead guitar. He was joined by **Jason Mischel**, on bass guitar, Former Commissioner and General Counsel of the NYC Mayor’s Office for People With Disabilities and Founder of JRM Legal Research, and **Chondell Le Land**, lead singer from **Majesty Band**, and regulators from across the IATR community, bringing attendees together for a spirited night of music, camaraderie, and celebration.



Held at the renowned **Hakkasan Nightclub at MGM Grand**, the 2026 IATR Gala Reception offered attendees a memorable evening of dining, music, networking and celebration. Guests enjoyed Hakkasan’s distinctive atmosphere and Las Vegas nightlife experience while connecting with colleagues from across the global transportation community. The high-energy reception captured the spirit of Las Vegas and provided a fitting celebration of IATR’s international community and shared accomplishments.



The evening also included the presentation of this year’s **IATR Regulator of the Year Award to the California Public Utilities Commission (CPUC)**. It was a fitting finale to a week of innovation, collaboration, and celebration – proving that when it comes to transportation regulators, we know how to keep things moving both on and off the stage!

Next Stop! The Future Launches in Houston!



IATR is proud to announce that its milestone **40th Annual Conference will take place in Houston, Texas, in 2027**, marking four decades of advancing transportation regulation, fostering international collaboration, and shaping the future of mobility. As a major hub for transportation innovation and emerging technologies, Houston provides an ideal backdrop for this landmark gathering of regulators, policymakers, and industry leaders from around the world.

With a strong focus on **autonomous vehicles, robotaxi deployment, accessibility, and the rapidly evolving regulatory landscape**, IATR 2027 will explore the opportunities and challenges of integrating driverless technologies into modern transportation networks. **As the only global association dedicated to representing regulators overseeing autonomous vehicles and robotaxis**, IATR continues to play a leading role in connecting decision-makers, encouraging regulatory collaboration, and advancing policies that support the safe, responsible, and sustainable deployment of next-generation mobility solutions.

As we continue developing the theme for IATR 2027, Houston’s transportation history provides a compelling foundation. The city first emerged as a regional transportation hub through its waterways and railroads, later earning recognition as the place “**where seventeen railroads meet the sea.**” The opening of the Houston Ship Channel in 1914, followed by the expansion of highways, airports, public transit and global freight networks, transformed Houston into a major international gateway. Across each era, Houston has demonstrated how infrastructure, innovation and coordination can reshape mobility; making it an ideal setting to explore the next generation of connected, automated, accessible and multimodal transportation.

Houston continues to expand its connected and multimodal transportation landscape through TxDOT’s connected-intersection program, Houston **TranStar**, the **ConnectSmart**

Mobility-as-a-Service platform, and METRO’s transit network. Innovation extends beyond robotaxis to include **METRO’s accessible, zero-emission Level 4 autonomous shuttle; electric community shuttles** connecting underserved neighborhoods with transit and essential services; smart loading zones; and modernization of the driverless Skyway at George Bush Intercontinental Airport. Houston is also preparing for **expanded robotaxi activity**, including autonomous testing by **Nuro** and **Zoox** and a planned commercial service from **Uber, Nuro** and **Lucid** in 2027.

This convergence of autonomous deployment connected infrastructure, public transit innovation, intelligent curb management, and airport modernization makes Houston a living laboratory for the next phase of mobility governance. The region’s vast geography, complex roads, extreme heat, flooding and severe-weather risks create a demanding environment for testing whether emerging mobility systems can operate safely and reliably at scale. As Texas implements its statewide AV authorization framework, local coordination will remain critical for traffic and curb management, emergency response, accessibility, public communication and major-event planning.

The deployment of shared-connected-automated-electric vehicles (S-CAEVs) also raises complex questions involving workforce development and labor displacement; insurance and risk allocation; accessibility mandates; affordable service in underserved communities; data governance; regulatory coordination; and sustainable business models. IATR has laid the foundation for addressing these issues through its [Best Practices, Guiding Principles & Model Regulations for Robotaxis](#), which promote **safety, sustainability, accessibility, affordability, and a uniform framework for liability and insurance** during testing and full implementation. At IATR 2027, regulators, drivers, industry leaders, academics, disability advocates, insurers, and policymakers will build upon these principles and advance practical model regulations for responsible autonomous deployment.



IATR 2027 will once again deliver a high-caliber program featuring substantive policy discussions, regulator-to-regulator knowledge exchange, and candid engagement with industry, academia, and advocacy leaders. Taking place in **Houston, Texas, on dates to be announced**, the conference will be welcomed by hosts **Tina Perez**, Director of the City of Houston’s Administration & Regulatory Affairs Department and former 2016 IATR Regulator of the Year; **Maria Irshad**, Deputy Director of the City of Houston’s Administration and Regulatory Affairs Department (ParkHouston); and **Billy Rudolph**, Chief of Staff of the City of Houston’s Administration & Regulatory Affairs Department. The conference will offer robust networking opportunities and a global exchange of best practices to help regulators navigate emerging technologies and advance safe, accessible, sustainable, and efficient transportation. Visit iatr.global for additional information and upcoming announcements, including conference dates, program highlights, and speaker details. We look forward to welcoming the IATR community to Houston for a forward-looking conference focused on collaboration, innovation, and the future of mobility regulation.