Washington State Autonomous Vehicle Work Group Subcommittee Recommendation Form

Subcommittee	Safety Subcommittee
Date of Meeting	October 22, 2020
Voting Members Present	11 members (via email)

Instructions:

1) List subject of discussion

2) Write a detailed description of the recommendation, including the timeframe recommended for adoption, the agencies and stakeholders affected, and any fiscal implications. Identify potential challenges, including funding, regulation, legislation, education, etc. List recommended remedies to address identified challenges.

3) Check all required changes and write in any that are not listed. Provide a brief explanation of the change needed

4) Check all impact areas affected and list recommendations for addressing identified impacts. Write in any impact areas not listed.

5) If the recommendation has been voted on, please list votes in favor and against If no vote was taken, please note why.

1) RECOMMENDATION

When companies are testing autonomous vehicles (AVs) <u>without</u> a safety driver, require that a law enforcement/first responder interaction plan be provided by the testing entity prior to testing.

2) RECOMMENDATION DESCRIPTION, CHALLENGES, AND MITIGATION

Description:
Many companies that are testing driverless vehicles have already developed law enforcement/first responder interaction plans. Many states, including California and Arizona, require companies file a plan before conducting driverless testing.

Law enforcement/first responder interaction plans include information such as:
- How to communicate with the remote driver
- Where to find the contact telephone number, owner information, vehicle registration and proof of insurance
- How to safely move the vehicle out of the flow of traffic and how to immobilize and tow a driverless vehicle

Challenges:
In Washington, it is currently legal to test without a safety driver, and if law enforcement or first responders were to encounter a driverless vehicle, they currently have no information about how to deal with it.

Driverless vehicles may become disabled, crash, or violate traffic laws. It's possible that driverless vehicles might be used for criminal activity. In these situations, law enforcement officers and first responders need information about how to safety interact with the vehicle and how to communicate with the entity responsible for operating the vehicle.

Recommended Remedies:

The safety subcommittee recommends requiring companies testing vehicles without a safety driver provide a law enforcement/first responder interaction plan prior to testing. The content required in these plans should generally be consistent with the content required by other states.

We support the testing of autonomous vehicles in a safe manner and want to ensure that law enforcement and first responders have the information they need to interact safely with them.

Additional Notes:

The American Association of Motor Vehicle Administrators published, "Safe Testing and Deployment of Vehicles Equipped with Automated Systems Guidelines" Edition 2, September 2020, provides recommendations for consistent regulations between jurisdictions.

3) REQUIREMENTS IDENTIFIED

"X" or blank	Type of Change Required	Brief Description of Change Needed
	Cost impact mitigation	
X	Legislative change	This requirement could be addressed through legislation, executive order, or administrative rulemaking by Department of Licensing, the state agency currently overseeing the testing of autonomous vehicles.
X	Regulatory change	
X	Other	

4) IDENTIFIED IMPLICATIONS AND IMPACTS

"X" OR BLANK	Impact Area	Description of Implication / Impact
	Infrastructure	
X	Safety	Having a law enforcement interaction plan for any driverless testing would ensure that law enforcement and first responders would have the knowledge they need to safely interact with autonomous vehicles.
	Insurance	
	Health and livability	
	Environmental	
	Economic	
	Workforce	
	Equitable Access	
	Other	

5) VOTES

11	Aye
0	Nay

5) VOTES

	Abstained