

Washington State Autonomous Vehicle Work Group Subcommittee Recommendation Form

Subcommittee	Safety Subcommittee
Date of Meeting	
Voting Members Present	

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

As the AV Safety Subcommittee, we want to ensure that Washington has an appropriate framework in place for safe AV testing. We recommend providing rule making authority to agencies tasked with implementing the Governor's Executive Order (EO) 17-02 and HB 2676, so that two additional safety items can be addressed:

- 1) Clarify the definition of "autonomous vehicle"
- 2) When companies are testing AVs without a safety driver, require a law enforcement interaction plan be provided prior to testing.



2) RECOMMENDATION DESCRIPTION, CHALLENGES, AND MITIGATION

Clearly define “autonomous vehicle”

Neither the Governor’s Executive Order (EO) 17-02 or HB2676 clearly define “autonomous vehicle.” There is general consensus that “autonomous vehicle” is defined as any vehicle that fits the nationally recognized definition of SAE’s L4 and L5 automated vehicles. However, without a legal definition, some may argue that L3 vehicles are also autonomous vehicles. We are concerned that without a clear definition, Washington could face legal challenges that could impact EO and HB2676 and the safety measures afforded in these documents.

Require law enforcement interaction plan for testing driverless vehicles

Law enforcement officers and first responders need to know how to communicate with a driverless vehicle in the event of a crash or a violation, or if the vehicle becomes disabled. They may need to know how to communicate with the company operating the driverless vehicle. Many states require companies file a law enforcement interaction plan before conducting driverless testing. These states include California, Arizona, and Florida. This plan covers basic information that is needed by law enforcement if they were to encounter a vehicle with no driver. We support the testing of autonomous vehicles in a safe manner and want to ensure that law enforcement has the information they need to interact safely with them.

We believe addressing these two areas will provide clarity needed for safety.

Recommended Remedies:

Provide rule making authority to agencies tasked with implementing the Governor’s Executive Order (EO) 17-02 and HB 2676.

Additional Notes:

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3) REQUIREMENTS IDENTIFIED

"X" or blank	Type of Change Required	Brief Description of Change Needed
<input type="checkbox"/>	Cost impact mitigation	
<input type="checkbox"/>	Legislative change	
<input checked="" type="checkbox"/>	Regulatory change	
<input type="checkbox"/>	Other	

4) IDENTIFIED IMPLICATIONS AND IMPACTS

"X" OR BLANK	Impact Area	Description of Implication / Impact
<input type="checkbox"/>	Infrastructure	
<input checked="" type="checkbox"/>	Safety	
<input type="checkbox"/>	Insurance	
<input type="checkbox"/>	Health and livability	
<input type="checkbox"/>	Environmental	
<input type="checkbox"/>	Economic	
<input type="checkbox"/>	Workforce	
<input type="checkbox"/>	Equitable Access	
<input type="checkbox"/>	Other	

5) VOTES

<input type="checkbox"/>	Aye
<input type="checkbox"/>	Nay
<input type="checkbox"/>	Abstained