Subcommittee on Vehicle Code and Public Safety  
March 7, 2019

Welcome and Introduction
Subcommittee lead Lt. Tannenbaum welcomed the group. He reminded everyone of the recommendations made during the first round of the task force in 2018 and noted that most of the recommendations are encompassed in Rep. McLain’s current bill. He encouraged the subcommittee to not duplicate work and to ensure that the work done during this round of the task force is in line with the 2018 recommendations.

The relevant recommendations made during the first round of the task force in 2018 can be viewed on slides 4-5 of the meeting presentation, available here on the task force website.

Review of December 2018 Scoping Results
Lt. Tannenbaum reviewed the results of the scoping exercise conducted at the task force meeting on Dec. 4, 2018. The results of the scoping exercise can be viewed on slide 6 of the meeting presentation.

Review of State and Federal Roles in Vehicle and Driver Regulation
Lt. Tannenbaum explained the federal and state roles in regulating vehicles, noting that the federal government sets safety standards for vehicles and equipment, whereas the states regulate human drivers, register vehicles, set requirements for insurance and liability, and enact and enforce traffic laws.

Discussion of Final Product
Lt. Tannenbaum reminded the group that the product submitted to the legislature in September 2019 may advise the Legislature on considerations related to the vehicle code and safety. The results may not be as detailed and specific as the recommendations from the first round of the task force.

The subcommittee decided to pursue five final products:
1. A state-by-state comparison of vehicle code amendments related to the deployment of automated vehicles.
2. Guidance on the definitions of driver, passenger, and vehicle, including model language that conveys the subcommittee’s intent.
3. Recommendations for law enforcement and first responder training, including any necessary data.
4. A policy statement regarding safety that addresses consumer protection, insurance and liability.
5. A list of topics the subcommittee decides to defer for later consideration, including why each topic has been deferred.

**Public Comment**
Hannah Proffitt-Allee from Eames Consulting introduced herself and explained that she was attending on behalf of General Motors.

**Next Steps**
Staff will provide research on how other states have changed their definitions of driver, passenger, and vehicle.

Staff will provide the updated automated vehicle definitions from the International Society of Automotive Engineers.

Staff will prepare a comparison of state and industry law enforcement interaction plans.

The subcommittee will meet again in early April, and a full task force meeting will follow in late April or early May.