Vehicle Code Amendments and Public Safety

Subcommittee Meeting #1
March 7, 2019
Welcome and Introductions
Review of Round 1 Recommendations and Round 2 Scoping Results
Vehicle Code
Licensing requirements should ensure that any human who performs any aspect of the driving task should possess valid driving privileges, even if the automated driving system controls the vehicle for the majority of the trip. While new endorsements specific to autonomous vehicles are not recommended at this time, a driver should possess a class of license appropriate to the vehicle being driven (e.g., a commercial driver license for operation of a commercial vehicle). In Level 3 through 5 vehicles, a human driver may be responsible for the driving behavior of the vehicle at times it is under human control, while at others the driving behavior is the responsibility of the automated driving system and its manufacturer.

Safety
• The task force emphasized the importance of ensuring the safety of all road users, including vulnerable road users such as pedestrians, bicyclists, and motorcyclists.

Safety requirements:
1. Certification that vehicles comply with Federal Motor Vehicle Safety Standards or Federal Motor Carrier Safety Regulations, or have an exemption
2. Certification that vehicle can comply with all state vehicle and traffic laws within its operational design domain, or that an exemption has been granted by ODOT
3. Certification that vehicle has means to engage and disengage autonomous technology that is easily accessible to operator
Safety requirements (cont):
4. Certification that vehicle has a visual indicator inside the cabin to indicate when the autonomous technology is engaged, if the vehicle is designed to allow for a human driver in the vehicle
5. Certification that a human driver will be ready to assume control or have the vehicle achieve minimal risk condition at all times

Additional safety requirements for testing without a human backup driver:
1. Notification of local authorities where testing is to take place
2. Certification that vehicle is capable of operating without a driver inside
3. Secure link to remote operator who can assume control of the vehicle or have the vehicle achieve minimal risk condition
4. Certification that vehicle meets the description of an SAE Level 4 or 5 vehicle
5. Description of operational design domain of vehicle
6. Certification that manufacturer provides training program for remote operators
7. Publicly disclosed assessment demonstrating safety approach
8. Manufacturer must revise permit application if technology changes significantly
Scoping Results from December 2018 Workshop

Principles

• Don’t reinvent the wheel
  – Prioritize applicability of existing law
  – Keep existing civil legal remedies

• Maintain existing law enforcement structure to the extent possible

Safety

• Achieve Vision Zero: Make sure vulnerable road users and active transportation users are not adversely impacted by AVs

• How do we preserve safety in a mixed environment?

Licensing and Registration Procedures

• Establish roles, responsibilities & definitions of driver and other vehicle users

• Changes to crash reporting and forms and procedures

• Track and address the range of models for automated freight (long-haul vs. local delivery, etc.)

• Should there be a separate vehicle code for AVs / amendments to existing vehicle code?

Law Enforcement

• Changes to ticketing forms and procedures

• Ensure that AVs appropriately defer to emergency vehicles
  – Anti-tampering provisions for vehicle systems
  – Make sure there is accountability and recourse for victims of AV crashes

• Should AVs be visibly identified as such?

AV Design

• How do AVs communicate intent to other road users?

• Make sure AV fleets are accessible & improve mobility for transportation-disadvantaged

Other Considerations

• Are there health or safety issues around new commercial AV services?

• Transportation during natural disasters – how to evacuate during hazardous events in an AV world
State and Federal Roles in Vehicle and Driver Regulation
<table>
<thead>
<tr>
<th>Federal</th>
<th>State</th>
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<tbody>
<tr>
<td>Regulating motor vehicles and motor vehicle equipment</td>
<td>Regulating human drivers and other aspects of motor vehicle operation</td>
</tr>
<tr>
<td>• Set Federal Motor Vehicle Safety Standards</td>
<td>• License drivers</td>
</tr>
<tr>
<td>• (FMVSS) for motor vehicles and equipment</td>
<td>• Register motor vehicles</td>
</tr>
<tr>
<td>• Enforce compliance with FMVSS</td>
<td>• Regulate insurance and liability</td>
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<td>• Manage safety recalls</td>
<td>• Enact and enforce traffic laws</td>
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<td>• Educate public about safety</td>
<td>• Conduct safety inspections, where states choose to do so</td>
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Revisions to Subcommittee Scope and Discussion of Final Product
Possible Final Product Goals

• Investigate and document any existing national guidance or national initiatives to develop guidance
• Identify what other states are doing related to this topic
• Develop short-term and long-term recommendations for safety to prepare for AVs
• Others?
Recap and Next Steps