
SUBSTITUTE HOUSE BILL 2970

State of Washington 65th Legislature 2018 Regular Session

By House Transportation (originally sponsored by Representatives Hudgins, Morris, Kloba, and Muri)

READ FIRST TIME 02/06/18.

1 AN ACT Relating to the establishment of an autonomous vehicle
2 work group; creating new sections; and providing an expiration date.

3 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

4 NEW SECTION. **Sec. 1.** The transportation commission must convene
5 an executive and legislative work group to develop policy
6 recommendations to address the operation of autonomous vehicles on
7 public roadways in the state, subject to appropriations in the
8 omnibus transportation appropriations act.

9 (1)(a)(i) Executive branch membership of the work group must
10 include, but is not limited to: The governor or his or her designee
11 or designees, the insurance commissioner or his or her designee or
12 designees, the director of the department of licensing or his or her
13 designee or designees, the secretary of the department of
14 transportation or his or her designee or designees, the chief of the
15 Washington state patrol or his or her designee or designees, and the
16 director of the traffic safety commission or his or her designee or
17 designees.

18 (ii) Executive branch membership of the work group may also
19 include: The assistant secretary of the department of social and
20 health services aging and long-term support administration or his or
21 her designee or designees and the deputy director of the department

1 of enterprise services who oversees fleet operations or his or her
2 designee or designees.

3 (b)(i) Legislative branch membership of the work group must
4 include the chairs and ranking members, or their designees, of the
5 house of representatives and senate standing committees for which the
6 oversight jurisdiction includes transportation, state government, or
7 technology.

8 (ii) Legislative branch membership of the work group may also
9 include the chairs and ranking members, or their designees, of the
10 house of representatives and senate standing committees for which
11 oversight jurisdiction includes public safety or insurance.

12 (c) The transportation commission may invite additional
13 participation on an ongoing, recurring, or one-time basis from
14 individuals representing additional state agencies, local and
15 regional governments, local law enforcement agencies, transit
16 authorities, state colleges and universities, autonomous vehicle
17 technology developers, motor vehicle manufacturers, insurance
18 associations, network providers, software development companies, and
19 other relevant stakeholders as appropriate.

20 (2) To prepare for the use of autonomous vehicle technology in
21 the state, the work group, while taking into account the
22 transportation system policy goals established in RCW 47.04.280(1),
23 must:

24 (a) Follow developments in autonomous vehicle technology,
25 autonomous vehicle deployment, and federal, state, and local policies
26 that relate to the operation of autonomous vehicles, including the
27 federal government's recommendations related to vehicle performance
28 guidance for autonomous vehicles, model state policy, and current and
29 possible federal regulatory tools for the regulation of autonomous
30 vehicles. The scope of the work must include autonomous commercial
31 vehicles, in addition to autonomous passenger vehicles;

32 (b) Explore approaches to the modification of state policy,
33 rules, and laws to further public safety and prepare the state for
34 the emergence and deployment of autonomous vehicle technology. Areas
35 for consideration may include, but are not limited to, manufacturer
36 vehicle testing, vehicle registration and titling requirements,
37 driver's license requirements, rules of the road, criminal law,
38 roadway infrastructure, traffic management, transit, vehicle
39 insurance, tort liability, cybersecurity, privacy, advertising,

1 impacts to social services, and impacts to labor and small
2 businesses;

3 (c) Disseminate information, as appropriate, to all interested
4 stakeholders; and

5 (d) At the direction of the legislature, engage the public
6 through surveys, focus groups, and other such means, in order to
7 inform policymakers for the purposes of policy development.

8 (3)(a) The transportation commission must develop and update
9 recommendations annually based on the input provided by the work
10 group. By November 15th of each year, the transportation commission
11 must provide a report to the governor and the relevant committees of
12 the legislature that describes the progress made by the work group
13 and the transportation commission's recommendations.

14 (b) The recommendations made by the transportation commission may
15 include proposed modifications to state law and rules to address the
16 emergence and deployment of autonomous vehicle technology in the
17 state.

18 NEW SECTION. **Sec. 2.** Sections 1 and 3 of this act expire
19 December 31, 2023.

20 NEW SECTION. **Sec. 3.** The legislature finds that autonomous
21 vehicle technology is rapidly evolving and that the testing and
22 deployment of this technology is advancing at a rapid pace.
23 Washington state's policies, laws, and rules predate autonomous
24 vehicle technology and largely have not been developed in
25 consideration of the operation of this technology on roadways in the
26 state. At both the federal and state level, efforts are underway to
27 begin to establish a framework of policy guidance, laws, and rules
28 that will organize and govern the use of autonomous vehicle
29 technology in the United States. The legislature finds that
30 establishing an autonomous vehicle work group, to be convened by the
31 transportation commission, will facilitate state efforts to address
32 the emergence of autonomous vehicle technology. It is the intent of
33 the legislature for the transportation commission to develop
34 recommendations for policy, laws, and rules for the operation of
35 autonomous vehicles, with input from the autonomous vehicle work
36 group, that enable Washington state to address the public policy
37 changes necessitated by the emergence of this technology in an

1 informed, thorough, and deliberate manner. This effort is required
2 because robot cars are coming, but robot policy makers are not.

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