

2018 Seattle City Council Statement of Legislative Intent

Ready for Notebook

Tab	Action	Option	Version
60	1	A	1

Budget Action Title: Transportation Network Company adoption of Autonomous Vehicle technology

Ongoing: No

Primary Sponsor: O'Brien, Mike

Councilmembers: Bagshaw; Johnson

Staff Analyst: Calvin Chow

Date		Total	SB	KH	LG	BH	LH	RJ	DJ	MO	KS
	Yes										
	No										
	Abstain										
	Absent										

Statement of Legislative Intent:

Vehicle manufacturers and technology companies have invested \$80 billion to rapidly test and deploy commercially feasible fully Automated Vehicle (AV) technologies. It is only a matter of time before Transportation Network Companies (TNCs) like Lyft, Uber, and Reach Now Ride begin utilizing and even solely relying on AVs to serve their customers. In recent months, Governor Inslee signed Executive Order 17-02 (Autonomous Vehicle Testing & Technology); and the US Senate Commerce Committee passed the AV START Act, making the inevitable emergence of highly automated vehicles, and particularly AV TNC fleets, closer to operating on Seattle streets.

The Seattle Department of Transportation (SDOT) recently released its New Mobility Playbook to anticipate and shape disruptive changes to the transportation system. This strategic document suggests that the City could play a role in how such technology is deployed such that shared AVs could reduce household transportation costs, carbon emissions, congestion, and traffic injuries and fatalities. At the same time, rapid adoption of AVs by TNCs without thoughtful policy parameters could lead to more single-occupant vehicle trips and empty vehicles looking for riders, causing more congestion, greater energy consumption, impacts on transit use, exacerbated inequities (particularly in communities of color), and loss of employment by the tens of thousands of TNC, taxi, and for-hire drivers who make their home in Seattle and surrounding communities.

Council requests that SDOT, in conjunction with Finance and Administration Services, the Office of Sustainability and Environment, the Office of Labor Standards, and Seattle Police Department, report to Council on a policy analysis, strategy, and legislative proposal to regulate automated TNC fleet services and address the impacts and inequities raised above while also maximizing the benefits of increased adoption of AV technologies. The report should identify:

- Policy levers to be exercised to meet our mobility, climate, and equity goals;
- Whether the City should develop separate regulations for TNCs that operate AV fleet services or to update the existing TNC Ordinance;
- Whether to regulate the service, vehicle, and provider rather than the driver;
- Whether to regulate individual AV owners' ability to operate their own TNC platforms; and
- Policy responses to other secondary impacts of AV TNCs, including labor and Race and Social Justice impacts.

Responsible Council Committee(s): Sustainability and Transportation Committee

Date Due to Council: June 30, 2018