

## Attachment—Additional Questions for the Record

### Subcommittee on Consumer Protection and Commerce Hearing on “Promises and Perils: The Potential of Automobile Technologies.” May 18, 2021

Mr. Greg Regan, President, Transportation Trades Department, AFL-CIO

#### **The Honorable Lizzie Fletcher (D-TX)**

1. Mr. Regan, as more and more human drivers share the road with automated vehicles, what are the safety concerns for our transit workers who will be sharing that space?

#### **RESPONSE:**

First, thank you for the question and I am happy to have the opportunity to respond.

As [highlighted in my testimony](#), we have already seen hundreds of incidents involving automated vehicles that are operating on public roadways in a pilot-testing environment, as well as with commercially available passenger vehicles with automated systems such as Tesla’s autopilot feature. In both cases, there have been a number of high-profile deaths, including a pedestrian who was killed by [Uber’s AV test vehicle](#) in Phoenix, and [11 deaths linked to Tesla vehicles](#).

For four years, the Trump administration abdicated their responsibility to provide strong, federal oversight over automated vehicles as they are tested and deployed on America’s streets. Our comments to the Trump administration DOT highlighting those concerns are linked in my testimony. We have also joined calls for strong safety oversight in the Advocates for Highway & Auto Safety’s [Joint AV Tenets](#).

The risks to all road users, including transit and other over the road passenger vehicles, are clear. An AV behaving erratically because of software or human intervention failures puts all road users at risk. While we have seen [non-lethal accidents at slow speeds](#) involving AVs and commercial vehicles, it may only be a matter of time before a similar incident happens at higher speeds with a passenger bus carrying 40-80 people. Such an incident not only endangers transit workers, but also passengers, and all road users around a larger, heavier, vehicle like a transit bus or commercial truck.

We understand that AVs may one day be able to reduce traffic deaths and make all road users safer, but the promise of safety in the long-term must not come at the risk to public

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safety in the near term. Deploying AV passenger and commercial vehicles must therefore come with the strong safety and workforce protections outlined in my testimony.

I thank you again for this question and for providing me with the opportunity to respond.