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2D SESSION

H. R. 10033

To establish minimum standards for how autonomous vehicle operators work with emergency responders, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

AUGUST 3, 2026

Mr. MULLIN introduced the following bill; which was referred to the Committee on Transportation and Infrastructure, and in addition to the Committee on Energy and Commerce, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned

A BILL

To establish minimum standards for how autonomous vehicle operators work with emergency responders, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “AV Emergency Re-
5 sponse Coordination Act”.

1 **SEC. 2. EMERGENCY RESPONDER SAFETY AND COORDINA-**
2 **TION GUIDANCE.**

3 (a) IN GENERAL.—The Administrator shall require,
4 and establish a uniform format and process for, covered
5 entities to submit to the Administrator—

6 (1) an emergency response guide containing de-
7 tailed information described in subsection (b) to sup-
8 port the coordination of emergency responders with
9 covered entities and the development of procedures
10 for responding to incidents involving covered vehi-
11 cles; and

12 (2) a clear and concise rescue sheet containing
13 relevant information described in subsection (b) that
14 is intended for use by an emergency responder at
15 the scene of an incident involving a covered vehicle
16 to deal with exigent circumstances.

17 (b) DOCUMENTATION.—Each emergency response
18 guide and rescue sheet submitted in accordance with sub-
19 section (a) shall detail—

20 (1) the process by which a covered entity in-
21 forms emergency responders and emergency manage-
22 ment agencies in the operating region of how the
23 covered vehicle interacts with emergency responders;
24 and

25 (2) the methods by which emergency responders
26 may—

1 (A) communicate with a covered entity, in-
2 cluding through the hotline required under sub-
3 section (f), to coordinate on the safe operations
4 of its covered vehicles during, and respond in
5 real time to, incidents involving its covered vehi-
6 cles, including—

7 (i) collisions;

8 (ii) unplanned stoppage events;

9 (iii) natural disasters, including
10 floods, earthquakes, wildfires, severe
11 storms, and extreme heat;

12 (iv) declared emergencies, major civic
13 events, and evacuations;

14 (v) major infrastructure failures; and

15 (vi) first responder activity unrelated
16 to the operation of autonomous vehicles;

17 (B) move, disable, immobilize, and tow a
18 covered vehicle;

19 (C) identify the operational status of a cov-
20 ered vehicle, including whether the automated
21 driving system is activated, the status of its en-
22 gine, and the status of any other vehicle sys-
23 tems that may affect emergency response;

24 (D) identify and mitigate hazards related
25 to a covered vehicle involved in a collision, un-

planned stoppage event, or follow-up response involving a second responder or public official;

(E) access the occupants of a covered vehicle in an emergency, including how emergency responders may—

(i) physically extricate occupants; and

(ii) communicate with occupants in real time when an emergency responder is outside the vehicle;

(F) issue geofence notices to a covered entity;

(G) communicate with remote human personnel; and

(H) preserve and recover data and video from a covered entity to investigate a covered vehicle's involvement in a collision, unplanned stoppage event, or follow-up response involving a second responder or public official.

(c) FREQUENCY.—

(1) Each covered entity shall provide in writing to each first responder agency, emergency management agency, and transportation authority in the operating region, or work with a State, Tribal, or local government to distribute such information to each such agency and authority—

1 (A) prior to a covered entity operating a
2 covered vehicle on a public road or selling, of-
3 fering for sale, introducing, delivering for intro-
4 duction in interstate commerce, or importing
5 into the United States a covered vehicle for op-
6 eration on a public road within such operating
7 region—

8 (i) notice that it is planning to oper-
9 ate therein;

10 (ii) a point of contact at the covered
11 entity for such agency or authority to com-
12 municate with the covered entity regarding
13 emergency situations and non-emergency
14 issues; and

15 (iii) the emergency response guide and
16 rescue sheet consistent with the uniform
17 process and format established by the Ad-
18 ministrator, as required under subsection
19 (a), but, in the absence of such a process
20 and format, the information otherwise re-
21 quired under subsections (a)(1) and (a)(2);
22 and

23 (B) any updated version of such guide and
24 rescue sheet not later than 5 days after an
25 emergency response guide and rescue sheet has

1 been materially updated and submitted to the
2 Administrator pursuant to paragraph (2)(B).

3 (2) Each covered entity shall—

4 (A) submit the emergency response guide
5 and rescue sheet to the Administrator on the
6 later of the date that is—

7 (i) no later than 180 days after the
8 date of enactment of this Act; or

9 (ii) prior to a covered entity operating
10 a covered vehicle on public roads or selling,
11 offering for sale, introducing, delivering for
12 introduction in interstate commerce, or im-
13 porting into the United States a covered
14 vehicle for operation on public roads; and

15 (B) submit to the Administrator any up-
16 dated version of such guide and rescue sheet on
17 the later of the date that is—

18 (i) 30 days prior to making material
19 changes to the vehicle or system, including
20 its software, that affect the subject areas
21 described in subsection (b); or

22 (ii) as soon as practicable for material
23 changes to the vehicle or system, including
24 its software, that pose an unreasonable
25 risk to motor vehicle safety or vulnerable

1 road users materially related to the subject
2 areas described in subsection (b).

3 (d) PUBLIC AVAILABILITY.—

4 (1) The Administrator shall establish and main-
5 tain on a mobile friendly website a searchable, pub-
6 licly available, and central repository of emergency
7 response guides and rescue sheets submitted under
8 this subsection. Such website may be incorporated
9 into other databases related to covered vehicles.

10 (2) The Administrator shall make each emer-
11 gency response guide and rescue sheet submitted
12 under this subsection publicly available not later
13 than 10 days after the date on which the Adminis-
14 trator receives such guide or sheet.

15 (e) STANDARDIZATION OF EMERGENCY PROCE-
16 DURES.—

17 (1) Not later than 2 years after the date of the
18 enactment of this Act, the Administrator shall issue
19 a final rule establishing a minimum standard for
20 how covered entities shall enable emergency respond-
21 ers to conduct the activities with covered vehicles
22 that are enumerated under subsection (b)(2).

23 (2) In developing the standard required under
24 paragraph (1), the Administrator shall—

25 (A) consult with—

1 (i) State and local agencies that have
2 experience collaborating with covered enti-
3 ties, including agencies that employ first
4 responders and second responders and
5 transportation authorities;

6 (ii) State and local emergency man-
7 agement agencies and other entities that
8 prepare communities for disasters, includ-
9 ing earthquakes, wildfires, severe storms,
10 extreme heat, and flooding;

11 (iii) covered entities;

12 (iv) organizations that work to ad-
13 vance traffic safety and pedestrian safety;

14 (v) organizations that advance the in-
15 terests of bicyclists and other vulnerable
16 road users;

17 (vi) organizations that advance the in-
18 terests of people with disabilities; and

19 (vii) relevant standard-setting organi-
20 zations; and

21 (B) consider standards already developed
22 by private entities.

23 (3) COMPLIANCE.—

24 (A) Not later than 1 year after a final rule
25 issued pursuant to paragraph (1), a covered en-

1 tity shall not operate a covered vehicle on a
2 public road or sell, offer for sale, introduce, de-
3 liver for introduction in interstate commerce, or
4 import into the United States a covered vehicle
5 for operation on a public road, unless it is com-
6 pliant with the standards promulgated under
7 paragraph (1).

8 (B) Upon the request of a covered entity,
9 the Administrator may grant an exemption
10 from the requirement under subparagraph (A)
11 lasting no more than 1 additional year for cov-
12 ered vehicles already operating on public roads
13 at the time of the issuance of a final rule pur-
14 suant to paragraph (1).

15 (4) Not later than 180 days after the enact-
16 ment of this Act, the Administrator shall issue a
17 final rule establishing a process by which a Federal,
18 State, or local government agency may issue a
19 geofence notice to a covered entity pursuant to sub-
20 section (g) and the required process by which cov-
21 ered entities receive and respond to such notice and
22 other emergency orders.

23 (f) EMERGENCY HOTLINE.—Beginning no later than
24 90 days after the date of the enactment of this Act, a
25 covered entity shall—

1 (1) maintain a telephone hotline that is avail-
2 able for emergency responders to communicate with
3 the covered entity in the event of an emergency, in-
4 cluding the ability to coordinate with remote human
5 personnel;

6 (2) ensure availability of such hotline at all
7 times; and

8 (3) respond to callers on such hotline within 30
9 seconds.

10 (g) GEOFENCING NOTICES.—Beginning not later
11 than 180 days after the enactment of this Act, a covered
12 entity shall not operate a covered vehicle without a human
13 driver physically present on a public road or sell, offer for
14 sale, introduce, deliver for introduction in interstate com-
15 merce, or import into the United States a covered vehicle
16 for operation on a public road unless it is compliant
17 with—

18 (1) all geofence notices within 2 minutes of
19 their issuance or through the process established by
20 the Administrator under subsection (e)(4), or oper-
21 ated merely to remove a covered vehicle from an
22 area subject to a geofence notice; and

23 (2) all emergency orders with which a human
24 driver would need to comply that are issued by a

1 Federal, State, Tribal, and local governments or
2 agencies within the operating region.

3 (h) ENFORCEMENT.—

4 (1) Section 30165(a)(1) of title 49, United
5 States Code, is amended by inserting “sections (c),
6 (e)(3), (f), or (g) of the AV Emergency Response
7 Coordination Act,” after “30127,”.

8 (2) When compliance with a provision of this
9 Act by more than one covered entity would result in
10 materially duplicative activities, only one such cov-
11 ered entity shall be required to comply with such
12 provision, but a covered entity shall be responsible
13 for ensuring compliance with all relevant provisions
14 of this Act even when another entity carries out such
15 activities on its behalf.

16 **SEC. 3. DEFINITIONS.**

17 In this Act:

18 (1) ADMINISTRATOR.—The term “Adminis-
19 trator” means the Administrator of the National
20 Highway Traffic Safety Administration.

21 (2) AUTOMATED DRIVING SYSTEM.—The term
22 “Automated Driving System” or “ADS” means a
23 Level 3 system, Level 4 system, or Level 5 system
24 and includes hardware and software that are collec-
25 tively capable of performing the entire dynamic driv-

1 ing task on a sustained basis, regardless of whether
2 it is limited to a specific operational design domain
3 and regardless of the presence of a safety operator.

4 (3) COVERED ENTITY.—The term “covered en-
5 tity” means a manufacturer or operator that manu-
6 factures for sale, sells, offers for sale, introduces or
7 delivers for introduction in interstate commerce, im-
8 ports into the United States, or operates a covered
9 vehicle.

10 (4) COVERED VEHICLE.—The term “covered ve-
11 hicle” means a vehicle with an Automated Driving
12 System.

13 (5) EMERGENCY RESPONDER.—The term
14 “emergency responder” means first responders and
15 second responders.

16 (6) EMERGENCY RESPONSE GUIDE.—The term
17 “emergency response guide” means a document that
18 is similar to templates established by the Inter-
19 national Organization for Standardization in stand-
20 ard ISO 17840–3 (published in April 2019), or an-
21 other standard established by the Administrator.

22 (7) FIRST RESPONDER.—The term “first re-
23 sponder” has the meaning given to the same term
24 in section 561.5 of title 49, Code of Federal Regula-
25 tions.

1 (8) GEOFENCE NOTICE.—The term “geofence
2 notice” means a request issued by a first responder
3 or other Federal, State, Tribal, or local government
4 or agency to a covered entity to have its covered ve-
5 hicles avoid a geographic area for up to 72 hours to
6 address an emergency, disaster, or other safety haz-
7 ard, until the issuer sends notice of the rescission of
8 such a request, but a request may be extended by
9 the issuer of such request if the issuer determines
10 that the operation of a covered vehicle in such a geo-
11 graphic area poses an ongoing safety hazard and re-
12 issues such request.

13 (9) LEVEL 3 SYSTEM.—The term “Level 3 sys-
14 tem” means the same as and is coterminous with
15 the definition of “Level or Category 3 - Conditional
16 Driving Automation” in SAE J3016 Taxonomy and
17 Definitions for Terms Related to Driving Automa-
18 tion Systems for On-Road Motor Vehicles § 5.4
19 (April 2021), but the Administrator may revise the
20 definition based on updated versions of that or other
21 relevant documents. A Level 3 system is an Auto-
22 mated Driving System (ADS) on the vehicle that
23 can perform all aspects of the driving task under
24 some circumstances. In those circumstances, the
25 human driver must be ready to take back control at

1 any time when the ADS requests the human driver
2 to do so. In all other circumstances, the human driver
3 performs the driving task.

4 (10) LEVEL 4 SYSTEM.—The term “Level 4
5 system” means the same as and is coterminous with
6 the definition of “Level or Category 4 - High Driving
7 Automation” in SAE J3016 Taxonomy and
8 Definitions for Terms Related to Driving Automation
9 Systems for On-Road Motor Vehicles § 5.5
10 (April 2021), but the Administrator may revise the
11 definition based on updated versions of that or other
12 relevant documents. A Level 4 system is an Automated
13 Driving System (ADS) on the vehicle that
14 can perform all driving tasks and monitor the driving
15 environment (essentially, do all the driving) in
16 certain circumstances without the need for a take-
17 over-ready human driver. When operated solely with-
18 in its limited domains, any human occupants are
19 considered passengers and need not be involved in
20 the driving task.

21 (11) LEVEL 5 SYSTEM.—The term “Level 5
22 system” means the same as and is coterminous with
23 the definition of “Level or Category 5 - Full Driving
24 Automation” in SAE J3016 Taxonomy and Definitions
25 for Terms Related to Driving Automation Sys-

1 tems for On-Road Motor Vehicles § 5.6 (April
2 2021), but the Administrator may revise the defini-
3 tion based on updated versions of that or other rel-
4 evant documents. A Level 5 system is an Automated
5 Driving System (ADS) on the vehicle that can do all
6 the driving in all circumstances. Any human occu-
7 pants are just passengers and need never be involved
8 in the driving task.

9 (12) MANUFACTURER.—The term “manufac-
10 turer” means a person developing, fabricating, man-
11 ufacturing, assembling, or importing motor vehicles
12 or motor vehicle equipment (including pre-produc-
13 tion and prototype motor vehicles and equipment). A
14 manufacturer may also be an operator.

15 (13) MOBILE FRIENDLY.—The term “mobile
16 friendly” has the meaning given to the same term in
17 section 3559 of title 44, United States Code.

18 (14) OPERATING REGION.—The term “oper-
19 ating region” means the geographic areas in which
20 a covered vehicle operates, regardless of whether
21 such vehicle was designed to operate in such areas,
22 and geographic areas in which a covered entity im-
23 minently plans to have its covered vehicles operate.

24 (15) OPERATOR.—The term “operator” means
25 the entity operating a motor vehicle equipped with

1 ADS on a publicly accessible road. An operator may
2 also be a manufacturer.

3 (16) REMOTE HUMAN PERSONNEL.—The term
4 “remote human personnel” means a human being
5 not physically present within a covered vehicle who
6 has situational awareness of and the ability to move,
7 direct, or immobilize such vehicle on their own or as
8 directed by an emergency responder.

9 (17) RESCUE SHEET.—The term “rescue
10 sheet” means a document that is similar to tem-
11 plates established by the International Organization
12 for Standardization in standards ISO 17840–1 (pub-
13 lished in February 2022) and ISO 17840–2 (pub-
14 lished in April 2019), or another standard estab-
15 lished by the Administrator.

16 (18) SECOND RESPONDER.—The term “second
17 responder” has the meaning given to the same term
18 in section 561.5 of title 49, Code of Federal Regula-
19 tions.

20 (19) UNPLANNED STOPPAGE EVENT.—The
21 term “unplanned stoppage event” means an event,
22 other than a collision or an incident intentionally
23 caused by a human driver, during which, as a result
24 of an Automated Driving System, a covered vehi-
25 cle—

1 (A) stops on a public road in a travel lane
2 and is unable to proceed without retrieval, man-
3 ual intervention, or the assistance of remote
4 human personnel;

5 (B) interferes with the normal functioning
6 of public transit or public transit vehicles, in-
7 cluding light rail;

8 (C) interferes with the activities of law en-
9 forcement or first responders; or

10 (D) interferes with a construction or work
11 zone.

12 (20) VULNERABLE ROAD USER.—The term
13 “vulnerable road user”—

14 (A) means any individual who is not an oc-
15 cupant of a motor vehicle with more than 3
16 wheels; and

17 (B) includes—

18 (i) pedestrians;

19 (ii) bicyclists;

20 (iii) motorcycleists;

21 (iv) individuals traveling in wheel-
22 chairs; and

- 1 (v) riders or occupants of other trans-
2 port vehicles that are not motor vehicles,
3 including all-terrain vehicles and tractors.

