

**Town of Southington
Public Works Committee**

Committee Members:

John Barry, Chair	Not Present	
Dawn Miceli, Vice Chair	Present	
Tom Lombardi	Present	
Ed Pocock Jr.	Not Present	
Susan Zoni	Present	
Chief Jack Daly	Present	
Bill Casarella, Water Department Superintendent ex-officio		Not Present
Keith Hayden, ex-officio	Present	
Annette Turnquist, ex-officio	Present	

Contact Person:

Keith Hayden, Director of Public Works
860.276.6231
haydenk@southington.org

MINUTES

Wednesday May 2, 2018 – 4:30 p.m.
Town Council Chambers, Town Hall

1. Call to Order – Quorum *The meeting was called to order at 4:31 p.m.*
2. Approval of Minutes – *Approved (Daly/Zoni) 3-0-1 Lombardi abstained*
3. Communications
 - a. Reports on Ongoing Operations/Special Notices - *None*
 - b. Police Department *The Chief reported that the West Street bridge was dedicated today to Detective Bruce Boislard. The police are investigating traffic issues near the brewery on Canal Street and will be installing some no parking signs. The police will also be installing no parking signs on Milldale Avenue.*
 - c. Bulky Waste Transfer Station
*Town Clerk staff helped first 2 weeks in April w/ stickers
First 2 weeks of April were busy - 850 ish
3rd week leveled out – under 600*
 - d. Highway Department
 - i. Spring clean-up
*Curb has all been picked up
Currently working on replacing
Minor lawn damage being fixed as they go, larger issues will be fixed later*
 - ii. Sweeping
Will be done with western half of town by end of next week (weather dependent)
 - iii. Catch basins
*Working on emergency repairs
Starting inspections & repairs of CBs on road projects w/in next week or two*
 - iv. General Maintenance
*Litter picking
Sightlines*
 - e. Parks Department
 - i. Dugouts at Rec Park
2 done, 2 to go
 - ii. Door Replacement at Rec Park
Back grove done (2 doors), pool house will be done before pool opens
 - iii. Spring Plantings
*Karabin Farms low bidder
Wonderful to work with at Christmas time*
 - iv. General Maintenance

3 new splash pad features expected to arrive 5/21 ish

DPH inspection scheduled for 6/6

Memorial pool opens weekend after school gets out

Rec pool weekend before (last day of school 6/21)

First Music on the Green – 5/23

Community Gardens on Academy – hopefully start tomorrow pm

- f. Engineering
 - i. Spring Street Bridge *PD Public Hearing 11/23/18*
 - ii. Jude Lane/West Street Intersection Improvement *Submitted revised traffic signal plan and responses to OSTA comments 5/1/18.*
 - iii. Trail Lazy Lane to TL *Received DOT comments on the FD scope 5/1/2018. BL to revise and resubmit.*
 - iv. Highway Garage Fuel Island Bid. *Kropp Environmental is the low bidder. Their bid exceeded our budget. Kropp met with Annette Turnquist, Mark Sciota, Jim Grappone and Keith Hayden to discuss ways to lower the price. Kropp submitted a revised proposal on 5/2/18 with a revised price of \$407,000. We believe this is a fair price. General discussion followed involving the absolute need for the project and the time constraints. The project has to be operational by 9/1/18. Ms. Zoni made a motion for favorable recommendation for approval to the Town Council. Seconded by Chief Daly. 4-0 Approve.*
 - v. Curtiss/Hart Realignment, Trail Extension *Working on Hart Street to Kane. Last week graded and binder on Curtiss and triangle area.*
 - vi. Downtown Paver Repairs *Mason injured last week has not returned to work. Contractor will bring in new crew 5/2/18. It was agreed that Phase #3 of the paver project will be bid out to offer an opportunity for local masons to bid on the job.*
 - g. Water Department – no report
 - h. Other - None
 - i. Members - None
 - j. Public - None
4. Old Business - None
 5. New Business
 - i. Autonomous Vehicle Testing Pilot Program *The Committee received information on the Autonomous Vehicle Testing Program. They will review the materials and discuss at their next meeting.*
 - ii. Discussion of \$173,500 CIP request Highways/Parks – Widen, Resurface, Drainage *Ms. Turnquist described the types of projects that will be funded by this Capital Request. General discussion followed relative to project development and Council Approval and timelines for approval.*
 - iii. Discussion of CIP Projects – *Ms. Miceli had previously obtained information on several Capital projects and had no further questions.*
 6. Adjournment *The meeting was adjourned at 5:41 p.m. Lombardi/Zoni 4-0 Approve.*

The Office of Governor Dannel P. Malloy

Press Releases



STATE OF CONNECTICUT
GOVERNOR DANDEL P. MALLOY

04/17/2018

Gov. Malloy Announces Launch of State's Fully Autonomous Vehicle Testing Pilot Program Interested Municipalities Must Submit Application to Participate in the Innovative Testing Initiative

(HARTFORD, CT) – Governor Dannel P. Malloy today announced the launch of Connecticut's Fully Autonomous Vehicle Testing Pilot Program (FAVTPP) – an initiative created by legislation that the Governor [signed into law](http://portal.ct.gov/Office-of-the-Governor/Press-Room/Press-Releases/2017/06-2017/Gov-Malloy-Signs-Legislation-Authorizing-Manufacturers-to-Test-Fully-Autonomous-Vehicles-in-CT) (<http://portal.ct.gov/Office-of-the-Governor/Press-Room/Press-Releases/2017/06-2017/Gov-Malloy-Signs-Legislation-Authorizing-Manufacturers-to-Test-Fully-Autonomous-Vehicles-in-CT>) last year that will help bring Connecticut to the forefront of the innovative and burgeoning autonomous vehicle industry. Under the terms of the program, towns and cities that are interested in participating and allowing the testing of fully autonomous vehicles on their roadways must submit an application to the state. Upon review, up to four municipalities will be selected for participation.

"Make no mistake, autonomous vehicles are the future of transportation, whether it is people looking for a safer and easier commute, more efficient and cheaper commercial transit, more precise ride-sharing and for-hire services, or beyond," Governor Malloy said. "These vehicles are going to be part of our lives soon and we want to take proactive steps to have our state be at the forefront of this innovative technology. We are showing this industry and those around the country that we promote the development of these kinds of forward-thinking, technology-driven products in Connecticut. We cannot allow our state to be outpaced as this technology grows."

As required under the law, the program includes strict standards on the testing of these vehicles, only allowing them to be conducted through limited and controlled testing areas. Participating municipalities will have to enter into agreements with autonomous vehicle testers.

The program is being administered by the Office of Policy and Management (OPM) in consultation with the Department of Motor Vehicles, the Department of Transportation, the Department of Emergency Services and Public Protection, and the Connecticut Insurance Department.

To apply, interested municipalities must submit an application to OPM, which is available to download on the agency's website (<http://www.ct.gov/opm/cwp/view.asp?a=2990&q=601204>). Municipalities that intend to apply are strongly urged to notify the point-of-contact that is listed on OPM's website of their intent to submit an application as soon as possible.

Interested municipalities are also encouraged to review the "Required Minimum Framework for Agreements between Municipalities and Autonomous Vehicle Testers" document that is also available on the website. Prior to testing, a municipality that has been accepted into the FAVTPP will be required to submit to OPM a copy of its agreements with the relevant autonomous vehicle testers that includes those minimum terms listed in the framework document.

Twitter: [@GovMalloyOffice](https://twitter.com/GovMalloyOffice) (<https://twitter.com/GovMalloyOffice>)

Facebook: [Office of Governor Dannel P. Malloy](https://www.facebook.com/GovMalloyOffice) (<https://www.facebook.com/GovMalloyOffice>)

OPM

The Fully Autonomous Vehicle Testing Pilot Program

Per Public Act 17-69, a Fully Autonomous Vehicle Testing Pilot Program (FAVTPP) has been established by the State of Connecticut Office of Policy and Management (OPM), in consultation with the Department of Motor Vehicles (DMV), Department of Transportation (DOT), Department of Emergency Services and Public Protection (DESPP) and the Connecticut Insurance Department (CID). The purpose of this pilot program is to encourage and allow for the testing of fully autonomous vehicles (FAV) on local highways in Connecticut. The goal for the pilot program is to allow a variety of FAV testing to occur in four municipalities throughout the state, bringing Connecticut to the forefront of the innovative and burgeoning autonomous vehicle industry.

Connecticut municipalities provide a wide range of challenges and opportunities for testing the limits of FAV technologies and services. Examples of these challenges and opportunities include operation in communities with varying climate and weather conditions, urban and rural geographies, access or lack thereof to adequate transportation and/or workforce opportunities, new and aging infrastructure, varying levels of traffic volumes and congestion and users of multiple modes of transportation including car, pedestrian, bicycle, bus, rail, freight, etc.

Prior to completing an application, interested municipalities are encouraged to search for and partner with interested autonomous vehicle testers. Prior to completing an application, interested municipalities should also review and understand all current state and federal policies, laws, guidance, standards and/or regulations pertaining to autonomous vehicles and autonomous vehicle testing, etc.

In order to apply, interested municipalities must complete and submit the attached application (together with a copy of the City/Town Council's resolution approving the application) to: Secretary of the Office of Policy and Management, 450 Capitol Avenue MS# 54-SEC, Hartford, CT 06106-1379. Up to four (4) municipalities (two of which have population thresholds) will be selected by OPM to participate in the FAVTPP.

Upon receipt of a completed application, OPM, in consultation with DMV, DOT and DESPP, will review the application in detail and provide approval, rejection, or request for more information. If OPM requires additional information to assess the application, the municipality must submit such information or relevant explanation of such omission from the application, as requested by the Secretary of OPM, and OPM will review such additional information and respond. OPM reserves the right to withdraw an approval at any time and to request a meeting with the municipality prior to issuing an approval.

The chief elected official or chief executive officer of a municipality approved by OPM to participate in the FAVTPP must select, and enter into a written agreement with, an autonomous vehicle tester or autonomous vehicle testers to test fully autonomous vehicles on the highways of the municipality. At a minimum, such agreement must abide by all the requirements of Public Act 17-69 and include each of the required elements outlined in the framework for such agreements produced by OPM.

OPM

Application for Fully Autonomous Vehicle Pilot Program

Name of City/Town

Complete this application and return (together with a copy of the City/Town Council's resolution approving the application) to: Secretary of the Office of Policy and Management, 450 Capitol Avenue MS# 54-SEC, Hartford, CT 06106-1379.

PART I: APPLICANT'S IDENTIFICATION
City/Town Information

***Denotes a required field**

*Full Legal Name of Chief Elected Official or Chief Executive Officer of City/Town			
*Physical Street Address			
*City/Town	*State	*Zip Code	*Telephone Number ()
Mailing Address (If different than Physical Street Address)			
City/Town	State	Zip Code	Telephone Number ()
*Population of City/Town (as enumerated in the 2010 federal decennial census)			

Contact Person Information (all correspondence will be addressed to the individual listed)

*Name	*Title		
*Mailing Address			
*City/Town	*State	*Zip Code	*Telephone Number ()
*Email Address			

The Contact Person will serve as the primary point of contact with regard to both this application process and, if approved, for the overall pilot program. If the Contact Person's information changes or the official Contact Person changes, you must alert OPM as soon as possible and no later than twenty-four hours after such change occurs.

Municipal Traffic Authority Contact Person Information (a point of contact for the local traffic authority, as defined by § 14-297 (6) of the general statutes, is required if such person is different from the official Contact Person listed above)

*Name		*Title	
*Mailing Address			
*City/Town	*State	*Zip Code	*Telephone Number ()
*Email Address			

If the Municipal Traffic Authority Contact Person's information changes or the official Municipal Traffic Authority Contact Person changes, you must alert OPM as soon as possible and no later than twenty-four hours after such change occurs.

PART II: TESTING PARAMETERS

Anticipated Testing Location Information and Limitations

<p>*Specific Location(s) and Route Where FAV Testing is Expected to Occur: please attach a map to your application with the anticipated location(s) and route highlighted; you should identify all public roads, all private roads, and any important entities or buildings (i.e. critical infrastructure, schools, hospitals, fire stations, etc.) within/near the testing area.</p>
<p>*Anticipated Hours of Testing Operation</p>

Operation of any fully autonomous vehicles shall be prohibited on any limited access highways and at any location or time not specified in this application. If the location/time changes after final agreement is reached between the City/Town and an autonomous vehicle tester, another application must be submitted and approved prior to testing. However, if locations/times change as part of a phased testing approach, these phases must be clearly indicated in the agreement.

Testing Location Capacity

1. Describe the reasons why your municipality wishes to participate in the fully autonomous vehicle testing pilot program. Additionally, what are the characteristics of your municipality that would be attractive for testing fully autonomous vehicles?

PART IV: SIGNATURE/CERTIFICATION

I herein certify that I am duly authorized to make this application on behalf of, and with the power to bind, the above-named municipality, and all information I have provided in connection with this Application is true and complete to the best of my knowledge. The municipality named herein agrees to comply with all terms and conditions set forth herein. The Secretary of the Office of Policy and Management, in consultation with the Commissioners of Motor Vehicles, Transportation and Emergency Services and Public Protection, may revoke my authority to test fully autonomous vehicles if the municipality named herein, or the applicable autonomous vehicle tester, fails to comply with the terms and conditions set forth herein, or upon a determination that such testing poses a risk to public safety. The Secretary of the Office of Policy and Management reserves the right to request additional information from the municipality or autonomous vehicle tester prior to final approval of this application.

WARNING: *Intentionally making a false statement or providing false or misleading information in connection with this application is a criminal offense that may subject you to criminal prosecution under the Law.*

City/Town Name
(Please Print): _____

BY, (Sign) → _____

Print Name: _____

Title: _____ Date: ____ / ____ / ____

OFFICE USE ONLY

OPM APPROVAL:

The above-named municipality is approved to enter the pilot program for testing fully autonomous vehicles.

Approval Date: ____ / ____ / ____

Benjamin Barnes
Secretary
Office of Policy and Management



Required Minimum Framework for Agreements between Municipalities and Autonomous Vehicle Testers

Per Public Act 17-69, this document outlines a framework of the minimum requirements to be included in agreements between municipalities and autonomous vehicle testers approved for participating in the Fully Autonomous Vehicle Testing Pilot Program (FAVTPP) by the State of Connecticut Office of Policy and Management (OPM). As part of the FAVTPP, municipalities and autonomous vehicle testers must incorporate the components and framework of this document into their agreements. However, nothing in this document shall be construed as limiting the ability of municipalities and autonomous vehicle testers to add additional requirements to their agreements, as determined necessary or desirable by such parties.

This document was developed by OPM, in consultation with the State of Connecticut Departments of Motor Vehicles (DMV), Transportation (DOT), Emergency Services and Public Protection (DESPP) and the Connecticut Insurance Department (CID). Note, the components and framework of this document are subject to change, over time, for future participation in the FAVTPP.

Section 1: General Information

This section of the agreement shall include the following general information:

- a. Date of the executed agreement
- b. Name of municipality and autonomous vehicle tester(s) who are party to the agreement
- c. Statement specifying that testing may begin on applicable highways only upon approval from the Secretary and execution of this agreement
- d. Definitions:
 1. "Fully autonomous vehicle" means a motor vehicle that is equipped with an automated driving system, designed to function without an operator and classified as level four or level five by SAE J3016;

- f. Acknowledgement that the municipality and the autonomous vehicle tester(s) must satisfy and agree to all requirements or additional requirements as determined by the Secretary, in consultation with the Commissioners of DMV, DOT, DESPP and CID, as necessary to ensure the safe operation of the vehicles utilized in the FAVTPP.
- g. Acknowledgement that the Secretary may immediately prohibit an operator or an autonomous vehicle tester from testing a fully autonomous vehicle if the Secretary, in consultation with the Commissioners of DMV, DOT, DESPP and CID, determines that such testing poses a risk to public safety or that such municipality, operator or autonomous vehicle tester fails to comply with the provisions of Public Act 17-69 or with the requirements of the FAVTPP.
- h. Acknowledgement that this agreement has been made in the State of Connecticut and all parties agree that it is fair and reasonable for the validity and construction of the agreement to be, and it shall be, governed by the laws and court decisions of the State of Connecticut, without giving effect to its principles of conflicts of laws. To the extent that any immunities provided by Federal law or the laws of the State of Connecticut do not bar an action against the municipality or the State, and to the extent that these courts are courts of competent jurisdiction, for the purpose of venue, the complaint shall be made returnable to the Judicial District of Hartford only or shall be brought in the United States District Court for the District of Connecticut only, and shall not be transferred to any other court, provided, however, that nothing here constitutes a waiver or compromise of the sovereign immunity of the State of Connecticut.
- i. Acknowledgement that all notice requirements specified in this agreement, or directly affecting the terms of such agreement, shall be addressed to the signatory parties and to the appropriate state agencies, where applicable, as follows:

Name of Municipality
 Contact Person / Municipal Traffic Authority
 Title
 Address

Name of Autonomous Vehicle Tester
 Contact Person
 Title
 Address

Office of Policy and Management
 Secretary
 450 Capitol Avenue MS# 54-SEC

parties concerning the subject matter hereof. This agreement may be executed in one or more counterparts, each of which is an original, but taken together constituting one and the same instrument. Execution of a facsimile copy (including PDF) shall have the same force and effect as execution of an original, and a facsimile signature shall be deemed an original and valid signature. No change, consent or waiver to this agreement will be effective unless in writing and signed by the party against which enforcement is sought. In the event that any provision of this agreement shall be determined to be illegal or unenforceable, that provision will be limited or eliminated to the minimum extent necessary so that the agreement shall otherwise remain in full force and effect and enforceable.

- n. Acknowledgement that in Witness Whereof, the parties acknowledge their agreement to the foregoing upon the date the last party signs below.

Section 2: Requirements before Testing Occurs

This section of the agreement shall include an acknowledgement that the municipality and the autonomous vehicle tester(s) shall adhere to, and abide by, all of the following minimum requirements before testing occurs:

- a. Prior to testing, the autonomous vehicle tester(s) must provide the following documentation to the applicable municipality, in a manner and form directed by such municipality, and to the Secretary, in a manner and form directed by the Secretary, and/or to any other state agency, as specified below, in the manner or form so specified:
 - 1. Experience with Automated Vehicles – Information generally describing the autonomous vehicle tester’s business as an autonomous vehicle tester, including, but not limited to, history and experience in off-road testing, on-road testing, and crash-related information, etc.
 - 2. Safety Assessment – A copy of the autonomous vehicle tester’s safety assessment in accord with NHTSA’s Autonomous Vehicle Guidance or similar documentation.
 - 3. Summary of Training Provided to Operators – A summary of the training provided to the operators, as defined in Public Act 17-69, who will operate the fully autonomous vehicle(s) being tested, as part of the FAVTPP. This summary shall also include a listing of the requirements or components of the training provided to operators.

- ii. The autonomous vehicle tester(s) must ensure that the FAVs are motor vehicles that comply with the above mentioned FMVSS except for those parts, components or vehicle systems that have been made inactive or modified, in order to enable such vehicles to be self-driving by modifying such vehicles to include certain sensors, computers and other equipment.
 - B. Passes current Connecticut emissions standards. Autonomous vehicle tester(s) shall provide copy of emissions certificate to the Secretary.
 - C. Possess current registration plates issued by the DMV. *Note – These plates may be specialty plates.*
- 8. Driving Plan – A detailed overview of the driving plan utilized by the autonomous vehicle tester(s) while participating in the FAVTPP. This driving plan includes identifying the testing period and providing specific information regarding the geographical locations, routes, hours, conditions, goals and phases for testing FAV(s) during the testing period, as described in further detail below.
 - A. Testing Period: The testing period during which the municipality and autonomous vehicle tester may legally test autonomous vehicles on the approved public highways within the municipality. The testing period shall have a specific start date and a specific end date, if applicable.
 - B. Locations and Routes – The specific locations and routes where the fully autonomous vehicles will operate must be provided.
 - i. Maps must be included with the location(s) and route(s) highlighted.
 - ii. A municipality may dedicate all locations and routes in its town open for testing or it may decide to limit the locations and routes. However, FAVs are prohibited from testing outside of the specified locations and routes, except in the case of an emergency.
 - iii. Testing on limited access highways is also prohibited.
 - C. Hours of Operation – The specific hours of operation of FAVs shall be provided.

- i. Before testing begins;
- ii. If/when the testing entity progresses to the next phase; and
- iii. If there are any proposed changes to the original testing phase(s) that were provided to the municipality and to the Secretary prior to such testing.

Note - For clarification, as long as such phase(s) are clearly identified in the original phasing plan submitted before testing began, the municipality should not have to re-submit an application to the Secretary for approval in order for the autonomous vehicle tester to advance to the next phase or make changes to the phasing plan for testing.

9. Vehicle Operator Information – Information regarding operator(s) of the FAV(s) used for testing during the FAVTPP shall be provided, including:

- A. Photocopy of Operator’s Driver’s License – Each operator must possess a valid, unexpired driver's license from the state in which such person is domiciled. Each operator shall also be at least 21 years of age.
- B. Contact Information - Operator’s contact information shall be provided including home address, best reachable phone number, e-mail address, etc.
- C. Copy of Driving Record – Each operator shall have a driving record free of any pending cases, convictions or administrative suspensions, including for operation of a motor vehicle while under the influence of alcohol or drugs. This shall include any cases that were disposed of under Connecticut state law or any other state law where the disposition occurred. Each operator involved in testing on behalf of an autonomous vehicle tester shall submit a driving history record, which shall be no more than thirty (30) days old, from the state in which such operator is licensed. The State and/or the municipality reserves the right to reject any operator that has multiple moving violations or serious traffic violations (as defined in section 14-1 of the Connecticut General Statutes) on his or her driving history record. Each operator involved in testing on behalf of an autonomous vehicle

2. The FAV has undergone a routine safety check or self-safety check by qualified personnel, certified by the autonomous vehicle tester, prior to operation of the FAV. This safety check should be conducted on a routine basis before commencing the operation of the FAV. The purpose of the safety check is to verify the FAV and accompanying autonomous technology are in good working condition and safe for operation. Documentation of such routine safety check and the components of the vehicle subject to inspection shall be provided to the municipality or the Secretary upon request.
 3. The autonomous vehicle operator is an employee, independent contractor or other person designated and trained by the autonomous vehicle tester concerning the capabilities and limitations of the FAV and is a holder of a valid operator's license, in conformance with the requirements specified in section 2 of this document.
 4. The FAV displays proper signage clearly identifying the vehicle as a test vehicle for the FAVTPP. Such signage shall be sufficiently large so as to be readable during daylight hours at a distance of at least fifty feet and reflective, illuminated or otherwise visible in darkness. If applicable, testing vehicles may also display analogous signage on the roof or hood of each such vehicle.
- b. While operating a FAV, the autonomous vehicle operator shall at all times:
1. Obey all traffic laws, provisions of the general statutes and ordinances of the applicable municipality concerning the operation of motor vehicles.
 2. Be seated in the driver's seat of the FAV.
 3. Be monitoring the operation of the FAV.
 4. Be capable of taking immediate manual control of the FAV.
- c. As part of the FAVTPP, no autonomous vehicle tester shall test a FAV on any limited access highway.
- d. The posting of electronic or printed signage at various testing area entry and exit points may be required by the municipality to inform the public and emergency responders when and where testing of FAVs is taking place. If said signage is required by the

vehicle tester shall provide a description of the protocol followed by such FAV. The autonomous vehicle tester shall also provide a clear description of what occurred and why, including any relevant interactions with various roadway infrastructure, such as pavement markings, roadway conditions, signs, traffic signals, construction zones, alternate traffic patterns, and interactions with other roadway users, etc. These reports shall also include a summary of all crashes that occur within the required reporting timeframe and a description of all situations where an autonomous vehicle exceeds its operational design domain and reverts to a lower “safe” autonomous mode.

Videos of the FAV being operated in fully autonomous mode during testing, including videos taken from within the test vehicle, shall be taken by the tester and. These videos shall be made available to the municipality, the Secretary and the task force upon request and without cost.

- h. Crash Reporting and Protocol During FAVTPP - In the event that a FAV experiences a crash during the FAVTPP in which a death, physical injury or property damage occurs, the autonomous vehicle tester and applicable municipality shall agree to the following reporting requirements:
 1. The law enforcement agency with primary jurisdiction for the location where the crash occurred will be notified and will direct a crash investigator to the scene.
 2. The autonomous vehicle tester will cooperate fully with the investigating police agency, providing copies and/or allowing access to applicable crash-related, recorded data retained within or by the FAV, its controlling and tracking systems, the autonomous vehicle tester and any other relevant data collected prior to the crash as part of the FAVTPP, etc. This also includes the autonomous vehicle tester providing any cabling, adapters, technology, etc. needed for the investigating police agency to connect to the vehicle’s data at no cost. This will be considered “consent” under CGS 14-164aa to allow law enforcement personnel to access any data preserved in the manufacturer-installed vehicle data recorder.
 3. Regardless of severity, a crash investigation will be conducted and reported on the PR-1/MMUCC form utilized by DOT.
 - A. In cases not involving serious or fatal injuries, this report will be completed and submitted within five (5) calendar days and a copy of

6. The autonomous vehicle tester shall file an additional report of the crash (“MOU Crash Report”) with the applicable municipality and the Secretary within five (5) days. This report shall include all the information outlined in Section 3(h)(3)(C) and any additional information to be provided by the autonomous vehicle tester.
7. Following a crash, further testing may be temporarily suspended by the municipality, the autonomous vehicle tester or the Secretary until the initial cause of the crash can be determined and any necessary corrections made.
8. If the FAV involved in the crash suffered any technical failure(s), the autonomous vehicle tester shall temporarily suspend testing of the FAV involved in the crash until such time as the cause of such failure(s) is determined and the problem(s) is remedied.
9. Comply with the Electronic Code of Federal Regulations Title 49, Part 563 with regard to Vehicle Data Recorders and provide law enforcement with access to all crash information recorded by such vehicle data recorders.

Section 4. Signatures

In Witness Whereof, the parties acknowledge their agreement to the foregoing upon the date the last party signs below.