

Teledriving

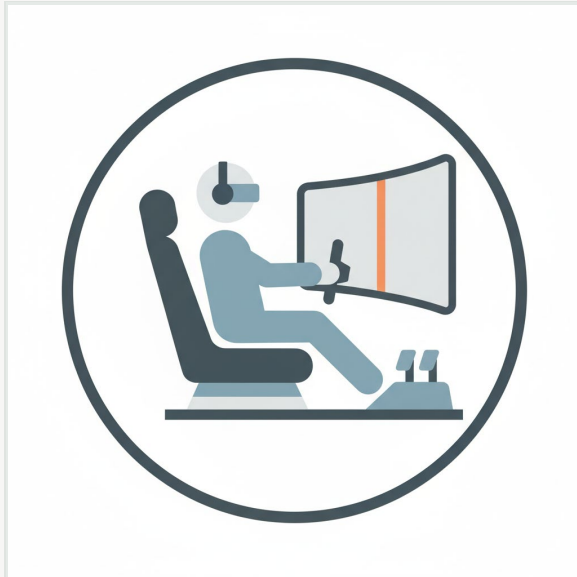
Council Mobility Committee Presentation



Transportation & Public Works
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What is Teledriving?

Teledriving is continuous real-time driving of a vehicle by a remote human driver using public telecom network infrastructure.



A driver is in a specialized unit that includes live video and all vehicle controls.



Video and audio from the vehicle is communicated back to the remote driver and commands from the remote driver to the vehicle are relayed back.



The vehicle operates in the right-of-way controlled by the remote driver.

Where Are Current Teledriving Operations?



Teledriving is operational in Las Vegas. Nevada law preempts cities from creating teledriving rules.

We have met with our counterparts in Las Vegas & Clark County to discuss their experience with teledriving.

The logo for 'LAS VEGAS WEEKLY', with 'LAS VEGAS' in small red letters above the word 'WEEKLY' in large, bold, red capital letters.

WEEKLY

AUTONOMOUS VEHICLES AND TELEDRIVING MAY SOON TRANSFORM HOW WE GET AROUND LAS VEGAS

The logo for the 'LAS VEGAS REVIEW-JOURNAL', with 'LAS VEGAS' in red and 'REVIEW-JOURNAL' in bold black capital letters.

**LAS VEGAS
REVIEW-JOURNAL**

Taking on ‘teledriving’: Startup expanding Las Vegas car rental operation

No Texas Law Regarding Teledriving



Texas Law prevents local governments from creating rules and regulations around **autonomous vehicles**. Autonomous vehicles (AVs) are vehicles with a software that is responsible for controlling the vehicle in traffic.

Texas Transportation Code Section 545 subchapter J – the law that preempts cities from creating AV regulations – **only applies to autonomous vehicles**.

Teledriven vehicles are NOT automated – a person is driving the vehicle they are just not located in the vehicle, so Texas AV law does not apply.



Texas Law on Autonomous Vehicles

During the 89th Texas Legislative Session new AV laws were enacted:

- Requiring permits for any commercial use of autonomous vehicles. Applications include information about company operations.
- The Texas DMV can suspend, revoke, or cancel permits.

As part of the application, AV companies must provide:

- A First Responder Plan – outlining:
 - How to communicate with fleet support staff.
 - How to safely remove the vehicle from the road and tow.
 - How to recognize the AV is in autonomous mode.

Proposed Teledriving Approach



ATPW is engaged with the company that has stated an intention to begin teleoperations in Austin in the coming months; working towards an agreement with the company on basic standards of operations and information to be provided to the City.

- ATPW will likely bring forward an ordinance at a later date that allows the Director to create rules around teledriving that are modeled after the State of Texas's rules for AVs.
- City rules would likely require teledriving companies to obtain an operating license and permits to operate in Austin. Companies would provide the City with details on their service area and fleet.
- Rules would require safety reports on incidents, and the City could restrict where they operate or cease operations based on issues observed. This may reflect when teledriven vehicles are not able to safely operate on higher speed roadways or consistently demonstrating operations that result in public safety incidents or concerns.
- Teledriving companies would need to provide a training for first responders as well as provide a first responder plan containing the same elements as required by the State.



Next Steps and Timeline

February/March 2026 – Anticipate finalizing an agreement with one teledriving company

Spring/Summer – Monitor operations and coordinate with other local and state agencies as needed

Summer/Fall 2026 – Potentially bring forward an ordinance for City Council approval creating basic guidelines for teledriving companies and enabling development of Director's rules for licensing and permitting of teledriving operations



Questions and Discussion