



# INTERNATIONAL UNION OF POLICE ASSOCIATIONS

THE ONLY UNION FOR LAW ENFORCEMENT OFFICERS

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The Honorable Robert Latta  
United States House of Representatives  
2470 Rayburn House Office Building  
Washington, DC 20515

Dear Congressman Latta,

The International Union of Police Associations, AFL-CIO, represents rank and file, active-duty law enforcement professionals across this great nation, including the U.S. territories of Puerto Rico and the Virgin Islands. I write to express our opposition to the **SELF-DRIVE Act** as currently drafted.

While we support responsible innovation, the SELF-DRIVE Act advances large-scale deployment of automated vehicles while weakening accountability, limiting state and local public safety authority, and exposing first responders to unproven operational risks.

The Act designates the automated driving system as the “driver” when engaged, yet fails to provide a practical framework for roadside enforcement, immediate fault determination, or criminal accountability. Officers responding to crashes will face vehicles with no human operator and delayed manufacturer responsibility, undermining established enforcement and judicial processes.

Equally concerning, the Act broadly preempts state and local authority to regulate automated vehicle operations, even when such regulation is necessary to address unique roadway conditions or emergency response realities. Communities should not be stripped of their ability to protect the public and the responders who serve them. Laws that work in Montana will not work in New York City.

The bill relies heavily on manufacturer self-certification to address emergency interaction, despite the absence of standardized responder overrides, guaranteed compliance with

lawful commands, or mandatory real-world testing with police, fire, and EMS personnel. Emergency scenes are unpredictable, and software assumptions are not a substitute for proven operational performance.

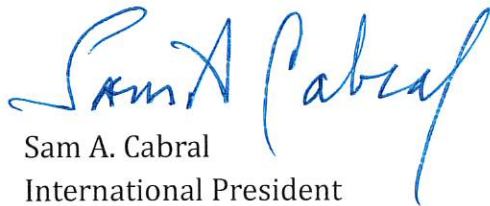
Additionally, delayed crash reporting timelines and restricted access to vehicle data hinder timely investigations and accountability. Cybersecurity vulnerabilities further expose responders to vehicles that may be remotely compromised and beyond their control. Finally, the Act permits commercial passenger and freight operations during so-called testing phases, effectively turning public roads into live laboratories without full safety validation or responder sign-off.

For these reasons, we respectfully urge Congress to withhold support for the SELF-DRIVE Act unless it is amended to:

- Establish clear, immediate accountability
- Preserve state and local public safety authority
- Require standardized responder overrides and real-world validation
- Provide immediate access to crash and system data
- Prohibit commercial operations until independent safety validation is complete

Innovation must enhance public safety, not undermine it. We stand ready to work with Congress to develop a framework that supports technological progress while protecting the men and women who respond when technology fails.

Respectfully,



Sam A. Cabral  
International President  
International Union of Police Associations