# **TU** Graz

# ANALYZING INTENTIONAL BEHAVIOR IN AUTONOMOUS AGENTS UNDER UNCERTAINTY Filip Cano Córdoba<sup>1</sup>, Samuel Judson<sup>2</sup>, Timos Antonopoulos<sup>2</sup>, Katrine Bjørner<sup>3</sup>, Nicholas Shoemaker<sup>2</sup>, Scott J. Shapiro<sup>2</sup>, Ruzica Piskac<sup>2</sup>, Bettina Könighofer<sup>1</sup> JCAI/2023 <sup>1</sup> Graz University of Technology, <sup>2</sup> Yale University, <sup>3</sup> New York University



**Overview** 

Accountability: To build trust in autonomous decision-making in uncertain environments it is important to distinguish between *intentional* outcomes, *negligent* desings, and actual *accidents*.

**Intention:** we propose a definition of intention inspired in Belief-Desire-Intention literature. Taking agents with perfect information as our starting point, we adapt the definition of intention to agents operating in uncertain environments.

**Counterfactual reasoning** is widely used to study accountability. We ask two types of counterfactual questions:

- What could the agent have done differently?
- How would the agent have behaved in different situations? The first question we answer via probabilistic model checking, and the second one we answer by generating counterfactual scenarios.



## SCAN ME

# **Model Setting**

# **Agency and Intention**

• Environment: Markov Decision Processes (MDP)  $\mathcal{M} = (\mathcal{S}, \mathcal{A}, \mathcal{P}).$ • Agent: Represented as a (deterministic memoryless) policy  $\pi : \mathcal{S} \to \mathcal{A}$ . • Intention: Set of states  $\mathcal{S}_{\mathcal{I}} \subset \mathcal{S}$  that the agent intends to reach. **Probabilistic Model Checking**: What is the probability to reach  $\mathcal{S}_{\mathcal{I}}$ ? •  $\mathcal{P}_{\pi}(\operatorname{Reach}(\mathcal{S}_{\mathcal{I}}), s)$ : probability to reach  $\mathcal{S}_{\mathcal{I}}$  from  $s \in \mathcal{S}$  following policy  $\pi$ . •  $\mathcal{P}_{\max/\min|\Pi}(\operatorname{Reach}(\mathcal{S}_{\mathcal{I}}), s)$ : Max./min. probability, for any policy in  $\pi \in \Pi$ .



Given an agent  $\pi$  at a state  $s \in \mathcal{S}$ , we define:

- Scope of Agency ( $\sigma(s)$ ): Measures the effect of agent's actions on reaching  $S_{\mathcal{I}}$ .
- $\sigma(s) = \mathcal{P}_{\max|\Pi}(\texttt{Reach}(S_{\mathcal{I}}), s) \mathcal{P}_{\min|\Pi}(\texttt{Reach}(S_{\mathcal{I}}), s)$
- Probability • Intention-quotient  $(\rho_{\pi}(s))$ : Measuries how close  $\pi$  is to being optimal to reach  $S_{\mathcal{I}}$ .  $\rho_{\pi}(s) = \frac{\mathcal{P}_{\pi}(\operatorname{Reach}(S_{\mathcal{I}}), s) - \mathcal{P}_{\min|\Pi}(\operatorname{Reach}(S_{\mathcal{I}}), s)}{\mathcal{P}_{\max|\Pi}(\operatorname{Reach}(S_{\mathcal{I}}), s) - \mathcal{P}_{\min|\Pi}(\operatorname{Reach}(S_{\mathcal{I}}), s)}$
- For a sequence of states (or trace)  $\tau = (s_1, \ldots, s_n)$ :

**Scope of agency**  $(\overline{\sigma}(\tau))$ : Average along a sequence of events (states)  $\tau$  of the scope of agency.

$$\overline{\sigma}(\tau) = \frac{1}{|\tau|} \sum_{s \in \tau} \sigma(s).$$



**Intention-quotient**  $(\overline{\rho}_{\pi}(\tau))$ : Weighted average along trace  $\tau$ , weighted by the scope of agency.

$$\rho_{\pi}(\tau) = \frac{1}{\sum_{s \in \tau} \sigma(s)} \sum_{s \in \tau} \sigma(s) \rho_{\pi}(s)$$

# Methodology: Analysis of Intentional Behavior, using Counterfactual Reasoning to Augment Evidence

**Setting**: A factual trace  $\tau$  that reaches  $\mathcal{S}_{\mathcal{I}}$  has happened. We want to analyze whether the agent  $\pi$  reached  $\mathcal{S}_{\mathcal{I}}$  intentionally or not. Because of uncertainty, we can only determine *evidence* of intentional behavior. Guiding principle:



- The agent behaves closely to maximizing probability to reach  $\mathcal{S}_{\mathcal{I}}$ ,
- The agent could have behaved otherwise.

### Thresholds on evidence

- Agency threshold  $(\delta_{\sigma})$ . Scope of agency along a trace needs to be larger than the threshold, i.e.,  $\overline{\sigma}(\tau) \geq \delta_{\sigma}$ . Otherwise, more evidence is required. • Intention thresholds  $(\delta_{\rho}^{High}, \delta_{\rho}^{Low})$ .
- If  $\overline{\rho}_{\pi}(\tau) \geq \delta_{\rho}^{High}$ , the reaching of  $\mathcal{S}_{\mathcal{I}}$  is considered *intentional*.
- If  $\overline{\rho}_{\pi}(\tau) \leq \delta_{\rho}^{Low}$ , the reaching of  $\mathcal{S}_{\mathcal{I}}$  is considered *unintentional*.
- -Otherwise, more evidence is required.

**Counterfactual traces**: New counterfactual traces are generated if there is not enough evidence to establish intentionality. Agency and intentionquotient are aggregated along new traces, and compared against thresholds.

# **Counterfactual Generation**

Relevant counterfactuals should be generated with a human in the loop. We propose two semi-automatic generation techniques:

- Factored MDP. State space factored into *integral* and *peripheral* state variables  $S = \mathcal{X}_1 \times \cdots \times \mathcal{X}_m$ . Generate counterfactuals sampling integral variables.
- **Distances on MDPs**. Define a distance notion on states of the MDP,

# **Case Study**

### **Example:**

- An autonomous car collided with a pedestrian.
- A section of the road was slippery, and there was a truck blocking visibility.

### Was the collision intentional?



### sample traces at close distance.

# **Discussion & Future Work**

### • Limitations:

-Need for an MDP model of the environment and the agent. -Probabilistic model checking is costly. -Agent's beliefs are not taken into account.

### • Future directions:

- -General policies. Extending to policies with memory and nondeterminism is feasible, although computationally more expensive.
- -Multi-agent setting. Considering several agents that interact towards shared or conflicting goals.
- Time extension. Longer traces, study intention reconsideration.



**Comparative analysis of several agents:** We built three agents and studied them on the same trace.

- Agent  $\pi_1$  (-----) drives to intentionally hit the pedestrian.
- Agent  $\pi_2$  (------) drives as fast as possible, caring very little for the safety of the pedestrian.

### **Charateristics of the MDP:**

• States: Position of pedestrian with respect to the car, speed of the car, discretized to integers of m and  $ms^{-1}$ .

• Actions: Accelerate, brake, coast.

• Size: 120k states, 400k transitions.

Generation of counterfactuals: Sample variations of pedestrian behavior, visibility, slippery range, and friction.

