



WASHINGTON STATE
AUTONOMOUS VEHICLE
WORK GROUP

MEETING SUMMARY

Meeting: Executive Committee, Meeting #2
Location: Washington State Department of Transportation Headquarters Building
Date: October 24, 2018

Members in Attendance

Name	Organization	In Attendance? (Y/N)	Representative Sent? (Y/N)
Darrin Grondel, Executive Director & Chair of Executive Committee	Washington State Traffic Safety Commission	Y	
Sen. Manka Dhingra	Washington State Legislature	N	N
Senator Curtis King	Washington State Legislature	Y	
Senator Joe Fain	Washington State Legislature	N	Y—Willman Frazier, Legislative Assistant
Senate Democrat Seat (vacant)	Washington State Legislature	vacant	
Representative Zack Hudgins	Washington State Legislature	Y	
Representative Shelley Kloba	Washington State Legislature	Y	
Representative Matt Shea	Washington State Legislature	N	N
Representative Mark Harmsworth	Washington State Legislature	N	N



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James Restucci, Commissioner	Washington State Transportation Commission	Y	
John Batiste, Chief	Washington State Patrol	N	Y—Jason Berry, Assistant Chief
Mike Kreidler, Insurance Commissioner	Washington State Insurance Commission	N	Y —AnnaLisa Gellerman, Chief Deputy, OIC
Teresa Berntsen, Director	Washington State Department of Licensing	N	Y—Beau Perschbacher, legislative liaison
Roger Millar, Secretary of Transportation	Washington State DOT	Y	
Charles Knutson, Senior Policy Advisor	Washington State Governor's Office	N	N
Alex Alben, Chief Privacy Officer	Office of the State Chief Information Officer	Y	

Executive Committee Business

Chair Grondel opened the meeting with introductions by Executive Committee members. The Chair noted that he will not be able to attend the Washington State Transportation Commission (WSTC) meeting on December 11-12. Executive Committee member James Restucci will be in attendance and represent the Executive Committee.

WSTC staff noted that a combined budget request for continuing work needs to be submitted to the legislature by the end of 2018/early 2019.

Subcommittee report outs

Each of the subcommittees reported out on their activities to date, recommendations they made, and discussions had at meetings. Below is a summary of each subcommittee report out and the related discussions. Presentations and meeting materials are available on the WSTC web site (www.wstc.wa.gov)



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SAFETY

The Safety subcommittee currently has 65 members, and 13 extra that have asked to receive email updates. The subcommittee meetings resulted in 2 recommendations and 1 discussion report. The subcommittee estimates a budget request of \$200K in 2020, \$1mil in 2021, and \$200K in 2022 for public outreach and education—related specifically to safety. They also identified a budget request of \$750K for conducting a Health Impact Assessment (HIA) in 2019-2021 (California DPH has done a tiny bit of this).

The discussion regarding the subcommittee's recommendations centered around three clarifications:

- Role of public and private partners in outreach and education
- Role of various levels of public sector (federal, state, local) and coordination between all
- The inclusion of safety concerns particular to a mixed fleet

There was discussion amongst the Executive Committee on the specific outreach that should be conducted by the working group. The consensus from the group was to focus on fact-based information regarding what the technology is capable of, and how it may be utilized for safety. While the private sector holds responsibility over their products, the public safety concerns are great enough to warrant public sector involvement and effort. There is an ongoing effort at the federal level to integrate the AV safety discussion with the traditional role of the federal government in determining safety needs. Many members of the working group have been engaged in those discussions. The working group presents an opportunity for further coordination and collaboration on determining safety concerns and questions, and understanding the various activities underway, as well as ensuring any gaps are considered and remedied. The recommendation determined, after discussion, was to present the safety subcommittee recommendations to the WSTC, with related costs as a benchmark for consideration.

LICENSING

The licensing subcommittee presented on their conversations thus far, which included certification processes for AV testing, and the need for further research and coordination. Pending federal legislation was also discussed, and the limits on addressing issues such as licensing vehicles vs. drivers, until there is further action at the federal level. There are currently no recommendations from the subcommittee.



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SYSTEM TECHNOLOGY AND DATA

The system technology and data subcommittee presented on their progress at meetings. The subcommittee is working to finalize logistics, including membership and major issues. Discussions with the subcommittee involved ensuring coordination between the different subcommittees. The Executive Committee had numerous suggestions for the subcommittee to consider, including access to black box data in case of a crash, hardware security data modules, and the role of the state in protecting privacy rights in relation to the on-board systems in vehicles. There are currently no recommendations from the subcommittee.

INFRASTRUCTURE AND SYSTEMS

As of November 15th, the Infrastructure and Systems subcommittee currently has sent invitations to and/or received requests to participate from 136 individuals. This includes 2 Co-Chairs, 71 working members and 32 interested persons. In addition, 31 individuals were contacted who did not reply or provide a response.

The infrastructure and systems subcommittee presented a summary from their one meeting thus far.

- Discussed definition of Cooperative Automated Transportation (CAT), which defines WSDOT's program and the reminder for the subcommittee to maintain a broader perspective when preparing for "Autonomous" or Connected and Automated Vehicles.
- Shared the results of a survey where 42 working members responded to questions relative to the understanding and prior policy and implementation work related to Autonomous/Automated (AV) and Connected Vehicle (CV) Technology. The survey also asked questions relative to enabling policies, programs, and near-term pilots/deployment opportunities.
- Noted the desire to advance forward two or three feasible and actionable ideas that align with working member and stakeholder priorities.

The discussion centered around how to take a proactive approach toward preparing for and guiding the incorporation of AVs into existing plans through the development of policy goals, strategies and actions. The suggestion of encouraging driver assisted truck platooning pilots along with targeted grant programs that could advance some of the near-term

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pilots/deployments opportunities identified through the survey were also discussed. There are currently no recommendations from the subcommittee.

LIABILITY

The liability subcommittee reported out on their activities, including assignments submitted internally for the next meeting, on December 6. At their first meeting, the subcommittee focused on the following issues:

- Self-certification
- Overarching goal—clear legal and policy structure needed
- Tort liability for those who own infrastructure
 - relates to pricing of insurance
- Aiming to establish clarity on liability before AV deployment
- Efficiency in economic recovery
 - To ensure gains are not consumed by risk, including personal and corporate crashes and catastrophic events (such as power outages and lack of available needed infrastructure)

The discussion centered on the importance of safety and liability considerations in the recommendations, and understanding the needs for various levels of access to data. There are currently no recommendations from the subcommittee.

University of Washington – Legal Framework Presentation

The University of Washington made a presentation on various legal considerations and current laws regarding AV testing and deployment both in Washington State and nationwide.

The discussion focused on clarification of various statutes and coordination with federal rules, as well as potential additional requirements. There were numerous questions regarding specific situations, such as children in vehicles without adults and freight AV truck testing. The question of whether Washington State should be at the forefront or learn from others was also discussed. The Executive Committee discussed all of the subcommittee reports and the information from the University of Washington's Law School, and agreed the WSTC's final report to the Legislature should carry forward all recommendations, but in an agnostic manner. The report should also convey comments and concerns to ensure there is a deliberative process for arriving at substantive recommendations. In this early stage of the Work Group's effort, the issues



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identified to date are important to explore but no immediate action is recommended at this time.

AV Work Group Two-Year Work Plan

WSP presented various options for the two-year Work Plan, including full scenario planning and modified planning. The discussion centered around what is needed at this point and what is not yet necessary. Most felt that while there is much to learn from the scenario planning exercises being proposed, as well as the work that others such as ODOT have done, Washington State is too early in the process to engage in such work. The decision was to allow the subcommittee work to mature, and continue making recommendations. The two-year Work Plan should focus on information gathering, continued support for and facilitation of the Work Group and subcommittees, and the formation of communication strategies and a communications plan. The communications strategy and plan should include an external webpage to host information and activities and increase transparency, as well as standard messaging and coordination help across subcommittees.

Proposal to Modify Executive Committee Membership

The Executive Committee heard discussion on a proposal to add 3 representatives; one each from: business, labor, and local government. There was discussion between public speakers and the Executive Committee on the value of including voices such as business, labor, and local government, and the risk of making the Executive Committee too large. Members of the public are welcome to all meetings and may participate already at that level. The procedure of how they give input should be clear at the subcommittee level. One suggestion was made to invite subcommittee chairs to become Executive Committee members, and this was discussed. It was also noted that the WSTC is the body that must make appointments to the Working Group Executive Committee so perhaps it is best sorted in that venue. After further discussion, a motion was made to table the addition of members until the next meeting, and work through inclusion of various stakeholders at the subcommittee level in the meantime, through procedural action. WSTC staff indicated they would work with stakeholders in the meantime and determine a new proposal for the group to consider in 2019. The motion passed with one nay vote.

Public comment:

The public comment included comments from an AWB representative who would like a business representative to be added to the Executive Committee. Comment was also provided by a labor



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representative who has participated in every meeting. She stated her concern that no subcommittee deals specifically with the issue of worker displacement.

Next Meeting:

The next meeting date for the Executive Committee will tentatively be in June 2019 with a secondary date in July. The desire to move a possible October 2019 meeting to a different month so as to not conflict with elections was requested – either meet in September or November post-election was suggested.