



W.A.V.E.

The Washington Autonomous Vehicle Edition – Volume 1, Issue 3

Welcome to the third edition of our newsletter! Highlights from this edition include the latest and greatest in autonomous vehicle news, recaps of the July 27, 2021 and October 5, 2021 AV Workgroup Executive Committee meetings, and a spotlight on a presentation given to the Executive Committee by the Acting Administrator of the National Highway Traffic Safety Administration (NHTSA), Dr. Steven Cliff.

Autonomous Vehicle News

- [Autonomous Vehicles Colorado \(AvCo\) to deploy the nation's largest fleet of AV shuttles in Golden, CO](#)
- [Waymo to begin testing of fully autonomous rideshare vehicles in San Francisco](#)
- [NTSB expresses major concerns over Tesla's push to expand AV capabilities on existing production models](#)
- [California approves Cruise and Waymo deployment of autonomous vehicles on selected public roads in the Bay Area upon meeting regulatory requirements](#)
- [Maryland promotes allowance and support of truck platooning](#)



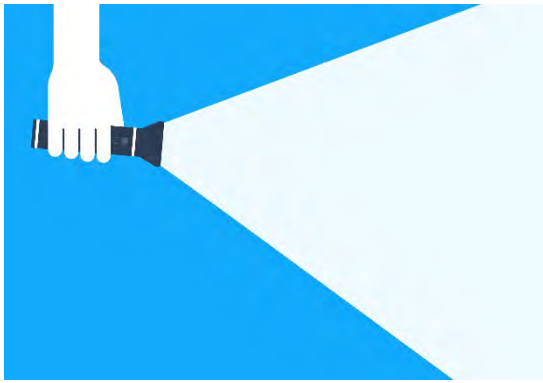
July 27th Executive Committee Meeting

The AV Workgroup Executive Committee hosted another productive meeting on July 27th featuring a star-studded cast of industry professionals, legislators, AV researchers, and subcommittee members. Presentations included an AV Industry Panel on Substitute Senate Bill (SSB) 5460, a report-out on a recent Washington Traffic Safety Commission study aimed at learning more about how Washingtonians understand vehicles equipped with advanced driver assistance systems (ADAS), an Automated Technologies Safety Panel, and a breakdown of the American Association of Motor Vehicle Administrators' (AAMVA) recent whitepaper on automated vehicles and devices. Members also discussed major themes identified through a polling exercise including public awareness of

ADAS and automated driver systems (ADS) as a key area of focus, interest in bringing AV testing to Washington and using state resources to attract it, and desire to focus on long-term planning and future-minded solutions.

October 5th Executive Committee Meeting

On October 5th, the AV Workgroup Executive Committee convened yet again for another action-packed meeting featuring presentations on the Minnesota Connected and Automated Vehicles (CAV) Challenge, the Michigan CAV Corridor, an AV Industry Panel, a recent report on law enforcement and AV technology produced by the Virginia Tech Transportation Institute, and a national AV update. Scott Shogan also walked the group through a series of AV Pilot considerations and provided a development update on the Workgroup's *Roadmap to the Future*. Each of the AV subcommittees also shared updates on their progress throughout 2021 and provided some thoughts about how they might move forward into 2022. To read the meeting summary or watch the recording of both the July 27th and October 5th meetings, please visit our [website](#).



SPOTLIGHT: NHTSA Presentation with Acting Administrator Dr. Steven Cliff

At the most recent Executive Committee Meeting on October 5th, Acting Administrator of NHTSA Dr. Steven Cliff joined to share some remarks on behalf of the agency. Dr. Cliff started off by sharing that over the next four years, the agency will work to improve road safety for all users including pedestrians, bicyclists, children, older Americans, and people with disabilities. He noted the agency is advocating for a safe systems approach that is people focused and supports “The Five E’s”: equity, engineering, education, enforcement, and emergency medical services. Dr. Cliff also spoke to the

recent NHTSA standing order requiring the reporting of crash data of specific ADS and level 2 ADAS vehicles, noting that this information will help NHTSA identify defect trends. After concluding his remarks, Dr. Cliff participated in a Q&A session with Chair Restucci. A few of those Q&A’s are highlighted below. To watch the full presentation, check out our [website](#).

Q&A with NHTSA’s Dr. Steven Cliff



Q: Do you see the USDOT establishing a national vision and instituting a stronger regulatory posture for AVs in America?

A: The way we’re approaching this is to allow innovation to occur but to make sure we’re understanding the potential safety impacts of this new technology. Many people don’t realize that NHTSA doesn’t actually certify vehicles for operation, so our responsibility is to continue to evaluate technology as manufacturers and operators continue to innovate. Many of the local jurisdictions are then responsible for permitting or allowing these vehicles on the road. In the case of the ADS, we’re focused on the

protection of occupants and ensuring the safety of vulnerable road users, as well as how this technology can improve safety or ultimately benefit society. We’re also interested in how we can use this technology to advance equity and accessibility. It’s important for all of you operating in this space to think about what the challenges we’re facing in transportation today and how some of these systems can advance or make good on some of the promises that are important to your stakeholders.

Q: What are the key research priorities for the USDOT in the CAV space over the next few years?

A: We’re looking at crash protection, at cyber security issues, at crash avoidance and crash worthiness, and specific aspects of the technology. We’re also examining the data being collected from our standing order to understand what sorts of issues are arising and to the extent that we can identify defects, doing more research on those. We’re also doing a lot of behavioral work to understand the interface between human and machine. In the case of ADAS, where you have a human that is supposed to be engaged in the driving task, you want to be sure you understand what those considerations are and as you increase the level of automation, how you maintain engagement from the human driver to ensure that safety is still first and foremost.

Q: In Washington state, we’ve been wrestling how best to attract more testing and eventual AV deployment. What advice or suggestions would you offer?

A: What I offer is to look at what problems you’re trying to solve in transportation. We know transportation is responsible for the majority of climate-related emissions, so that’s an issue that can be addressed thinking about how you can use the technology to reduce your impact on the environment. If accessibility is an issue you’re concerned about, how would AV systems advance accessibility, how do they help get mobilize populations that otherwise don’t have access to destinations? Once you identify these sorts of issues, you’ll attract solutions by tech providers and those in this space to help address the issues you’ve identified.

Upcoming Executive Committee Meetings

- No meetings are scheduled for the remainder of 2021. Stay tuned for updates on Executive Committee meetings in the new year!

Past meeting materials and summaries can be found on our website at avworkgroupwa.org.