



WASHINGTON STATE
AUTONOMOUS VEHICLE
WORK GROUP

MEETING SUMMARY

Meeting: Safety Subcommittee
Location: Virtual Meeting - Zoom
Date: June 4, 2020

Attendees:

Name	Organization
Ted Bailey	Washington State Department of Transportation (WSDOT)
Shelly Baldwin	Washington Transportation Safety Commission (WTSC)
Debi Besser	WTSC
Daniela Bremmer	WSDOT
Sheri Call	Washington Trucking Association
Rachelle Celebrezze	Cruise Automation
Barb Chamberlain	WSDOT
Brian Chandler	DKS Associates
Holly Cocci	Gorgon Thomas Honeywell Governmental Affairs
Lt. Tim Coley	Washington State Patrol
Chief Steve Crown	Wenatchee Police Department
Doug Dahl	TransitLab Consulting – TARGET ZERO
Mandie Dell	WTSC
Representative Mary Dye	Washington House of Representatives
Katharine Flug	Washington Department of Health
Captain Tom Foster	Washington State Patrol
George Ivanov	Waymo
Jill Johnson	Department of Licensing
Tamara Jones	Washington State Transportation Commission
Representative Brad Klippert	Washington House of Representatives
Daniel Lai	City of Bellevue
Mi Ae Lipe	Driving in the Real World
Kyle Miller	WSDOT
John Milton	WSDOT
Markell Moffett	WSP USA
Dana Quam	Staff to the Legislature
Pam Pannkuk	WTSC
Manuela Papadopol	Designated Driver
Mathew Perkinson	Utilities and Transportation Commission
Ryan Peters	National Highway Traffic Safety Administration
Lt. David Putnam	Washington State Patrol
Paula Reeves	Washington Department of Health



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Name	Organization
Derek Viita	Strategy Analytics, In-Vehicle UX service
Yinhai Wang	University of Washington, PacTrans

WELCOME AND INTRODUCTIONS

Captain Tom Foster

- Introductions
- Virtual meeting operations
- Review agenda

Topic closed.

Elect New Private Sector Co-Chair

Captain Tom Foster

- Safety subcommittee has two co-chairs – one government/public sector and one private sector
- The subcommittee's private co-chair stepped down in early 2020, a new private co-chair is needed
- Request for volunteers to be the private co-chair was sent out prior to this meeting, one person has indicated interest – Manuela Papadopol
 - Manuela is the CEO of Designated Driver, a company that builds software for teleoperations, the remote control and operation of vehicles
 - Previously has led business strategy and marketing programs for companies such as Elektrobit, Daimler, BMW, and Microsoft
 - Interested in helping Seattle grow from the business perspective, as well as looking at standards and opportunities to help business and citizens of the city to have better mobility, better transportation
- Call for other nominations/volunteers for private co-chair
 - No other nominations or volunteers
- Call for a vote on Manuela for the new private co-chair, using virtual meeting functionality for voting
 - Quorum for voting members is 50%
 - 18 voting members in charter, only 6 member votes received
 - Subcommittee staff support will send a follow-up survey to all voting members after this meeting to obtain votes for new private co-chair

Topic closed.



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Group Discussion of ESHB2676

Captain Tom Foster

- In ESHB2676, note that any reference to “the department” is referring to the Washington Department of Licensing (DOL)
- Jill Johnson, Legislative and Special Projects Manager for DOL provided an overview of ESHB2676 and its implementation
 - DOL is in a unique position, tasked with the self-certification program for AVs as well as co-chair of the Licensing subcommittee
 - Overview of ESHB2676
 - Section 1 focuses on pilot program insurance requirements
 - Umbrella insurance of \$5 million per occurrence for damages required of all companies self-certified through the DOL to test AVs in Washington
 - Recommendation from the liability subcommittee, DOL worked with them closely during legislative session and implementation
 - The effective date was changed during session, now 90 days sine die – effective as of next Thursday, June 11th
 - It was important to the Representatives that sponsored the bill that the insurance requirement was not delayed
 - Section 2 focuses on what companies need to submit to DOL and requirements for what the DOL must do and publish
 - Self-certified companies must now provide more detailed contact information, the jurisdictions they plan to test in, vehicle identification numbers (and if not available, a unique identifier for every vehicle), and proof of the \$5M umbrella insurance policy
 - Requirements for self-certified companies to submit information for re-certification every year still stands
 - Companies must also now provide information about vehicle collisions and moving violations (includes traffic citations and infractions) no later than February 1st of each year
 - This section changed a lot from the original bill language, through discussion with Legislators, public sector, industry, and advocacy groups
 - Must provide information if an accident occurred, if the automated operating system was operating at the time or immediately prior to a collision
 - This came from experiences and accidents that have occurred in other states, putting more onus and requirements on companies to report

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- Section 2 also includes requirements for notification to law enforcement when companies are going to be testing in Washington
 - If a vehicle is only being tested on major state highways, only have to notify Washington State Police
 - If a vehicle is being tested in local jurisdictions, companies must also notify the law enforcement in those local jurisdictions
 - This puts the burden on companies to be mindful of where they are testing and what communities they will be affecting
 - Companies must notify law enforcement no less than 14 days prior to testing
 - Notification requirements include contact information so law enforcement can get in contact with the companies if there is an incident
 - Notifications also include a description of the vehicle – make, model, license plate
 - Implementing Section 2 is additional work for DOL, who has asked to move the effective date out to obtain funding and implement
 - Section 2 is not effective until October 1, 2021
 - DOL will be funding a new staff member position to assist with implementation and operation of Section 2
 - Implementation
 - Only Section 1 has been implemented to this point, Section 2 will be implemented over the next year
 - Self-certified companies have been notified, at the beginning of May and again last week, to notify them of the new insurance requirements
 - Companies must send proof of the umbrella insurance by June 11th, or will be removed from the self-certified list
 - Only 3 of 17 self-certified companies have provided proof of insurance
 - Some companies have elected to be removed from the self-certified list, for various reasons
 - May be from new insurance requirements
 - May be simply no longer testing in Washington
 - Companies did not provide specifics
 - Discussion:
 - Does the bill include language specific to testing with or without a safety driver?
 - The Bill is not specific on whether there is an operator in the vehicle or not
 - In the self-certification process, companies must identify whether their testing will be conducted with or without a driver
 - Who are the 3 companies that have provided proof of insurance?
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- Zoox, Optimus Ride, NVIDIA
 - Drivient and Galilei have asked to be removed from the self-certified list
 - Are there penalties for companies who fail to comply with the insurance requirement or are not meeting other requirements?
 - The Self-Certification process came from the Executive Order, was very low-tech and did not include a lot of requirements for companies
 - The EO did not provide any mechanisms for enforcement for DOL
 - If companies are caught without a self-certification, assume there are repercussions with Law Enforcement through citations or other means
 - If companies wish to be self-certified, they have to provide proof of the umbrella insurance
 - DOL does not have a lot of enforcement capabilities in this process, it is more of a collaboration with other agencies and putting an onus on companies to maintain their certification and meet requirements
 - Does the bill only address SAE levels 4 and 5?
 - Believe so, it is not directly documented but there was a lot of discussion around this during drafting and revising the bill
 - Companies testing at levels 1-3 may not remain on the self-certified list until they are ready to test at level 4
 - Is the bill meant to address app-based automated remote parking features, e.g. Tesla Smart Summon?
 - Unsure at this time.
 - Is the idea that the bill only applies to levels 4 and above captured anywhere? Concern that if it is not documented, it may put DOL in a difficult situation when implementing and trying to enforce the requirements
 - This is especially important when talking about collisions – whether someone was operating the vehicle or if it was completely autonomous. Decision made that many vehicles already meet the lower levels (1-3) and are on roadways today, did not want to force them to have to self-certify with DOL.
 - Likely a question for the bill sponsor directly.
 - Levels are not as clearly defined in certain areas of the law.
 - DOL is interested in capturing feedback from all the subcommittees, gathering input for a recommendation through the Executive Committee for potential changes to the bill in the next legislative session
 - Section 2 doesn't go into effect for another year and a half, we have time for improvement legislatively, if we want to make changes
 - There is a question on whether this is truly equitable for companies to report collisions and violations regardless of whether companies are at fault
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- Reports will be public record and will be reported to the Legislature
- Any collisions reported may paint the company in a bad light, regardless of whether they were at fault
- Insurance Institute of Highway Safety (IIHS) recently published an interesting study related to this topic <https://www.iihs.org/news/detail/self-driving-vehicles-could-struggle-to-eliminate-most-crashes>
- Discussion and questions brought up today will be brought back to Licensing subcommittee to identify areas within bill to clarify
- ACTION ITEM: Attendees who think of additional questions or comments after this meeting, please email Jill Johnson at DOL jjjohnson@dol.wa.gov
- Does this bill apply to autonomous delivery robots (i.e. Amazon Scout) that would travel on sidewalks?
 - No. Personal delivery devices (PDDs) have different/more requirements, in statute, through a bill that passed last year
 - There are strict requirements on what PDDs can do and cannot do
 - PDDs are not considered a motor vehicle in the context of AV testing
 - For edification – Amazon is currently the only company using PDDs in Washington, have 45 PDDs certified with DOL

Topic closed.

Future Meetings Format and Frequency

- Looking to have more frequent, shorter meetings
- Anticipate this new format will allow for more participation from those unable to travel to Olympia or unable to commit to longer meeting times
- If we wait several months between meetings, often content can get stale, and we have to refresh on what was discussed at previous meetings
- Looking to hold 1-1.5 hour meetings once per month, on the third Thursday
- No comments or concerns on suggested new meeting format
- **ACTION ITEM:** Mandie Dell and Debi Besser will coordinate the scheduling of new 1-1.5 hour meetings once per month

Topic Closed.

RECAP AND ACTION ITEMS



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- Appreciate Manuela's interest in being the subcommittee private co-chair, with her background she would be an outstanding addition
- AV Work Group Executive Committee meeting scheduled for June 24th
 - Will be a virtual meeting
 - Public meeting, everyone is welcome to attend
 - Interested to learn more about what other subcommittees are doing
- Discussion:
 - Wondering if we have a more focused vision of our overall goals and direction as a group in the coming year. Would like to get a sense of that, with a focus on effectual action.
 - Plan for the next subcommittee meeting to include a discussion on the goals and strategies the Infrastructure & Systems Subcommittee started and the Executive Committee adopted last year
 - We want to take that and make that our own, provide feedback, help facilitate discussion on what we can do as a subcommittee moving forward
 - With a new private co-chair, will be interested to see what that person has to say, let them weigh in, hope to have more information at the next monthly meeting
 - On the AV Work Group website, is there a roster for voting members or members of various committees? Or is that something given consideration for the future?
 - All subcommittees have webpages and resources available on the AV Work Group's website
 - Safety subcommittee membership roster should be posted there
 - Note that not all subcommittees have the same process for membership, may not have formal rosters
 - Would be interested to know if there is a better system for knowing what's happening with the other subcommittee groups and what they're doing. We can't/don't have the time to stay abreast of all the groups but I do feel like sometimes we can be operating in isolation. Is there a way to do more cross-pollination?

MEETING ADJOURNED.
