Subcommittee on Vehicle Code and Public Safety Minutes
July 9, 2019

Attendance
Subcommittee Members: Lt. Tim Tannenbaum, Carlos Contreras (alternate for Carly Riter), Marie Dodds, Daniel Fernández, Capt. Stephanie Ingraham, Neil Jackson, Robert Nash
Other Task Force Members: Rep. Susan McLain
ODOT Staff: Maureen Bock, Paul Duncan, Amy Joyce, Ali Lohman
Public: Paul Cosgrove (representing the Auto Alliance), Serena Hewitt (DOJ), Hannah Proffitt-Allee (representing General Motors)

Welcome and Review of Minutes
Subcommittee lead Lt. Tim Tannenbaum welcomed the group. The subcommittee reviewed and approved the minutes from the May 20, 2019 meeting.

Review of Draft Statement of Intent
Lt. Tannenbaum reviewed the discussion in the May 20 meeting that informed the draft statement of intent. He introduced the draft statement of intent intended to capture the subcommittee’s concerns about disrupting existing case law and protections by trying to alter existing definitions in the vehicle code.

The draft statement of intent can be found here on the task force website.

Daniel Fernández invited Paul Cosgrove of the Auto Alliance to comment on the draft statement. Cosgrove said that the Auto Alliance was concerned about the approach taken in the draft statement and supported making whatever overhauls would be needed to alter the existing vehicle code to be compatible with highly automated vehicles, as opposed to creating a separate section of the vehicle code or a separate vehicle code specific to automated vehicles.

Lt. Tannenbaum voiced his concern that altering the established vehicle code could lead to dangerous gaps in case law and reiterated support for including definitions specific to automated vehicles. Lt. Tannenbaum also cautioned against a major overhaul of the vehicle code to accommodate deployment of a technology that is still highly uncertain in its timing and form.

Bob Nash suggested a new chapter could be added to the vehicle code with definitions specific to automated vehicles. For terms that could apply to both automated vehicles and conventional vehicles, he suggested amending the existing definition and referencing it in the separate chapter for automated vehicles. He supported including all definitions in one location in the Vehicle Code to facilitate ease of use and understanding.

Lt. Tannenbaum and Rep. McLain suggested that the subcommittee could work to agree on what some critical definitions for automated vehicles might be.
Ali Lohman summarized the priorities of the subcommittee would like capturing in the statement of intent: creating clear definitions which apply to automated vehicles, ensuring that Oregon’s body of case law is protected so that laws governing automated vehicles do not undermine protections related to conventional vehicles, and making sure existing case law for conventional vehicles can apply to automated vehicles where appropriate.

Discussion of Additional Statements of Intent

Neil Jackson raised a specific concern about making sure existing insurance coverages will apply in the case of hacked automated vehicles.

The subcommittee generally agreed to consider a statement of intent that protections provided by current financial responsibility law should extend to autonomous vehicles, including in the case of access by unauthorized users.

Next Steps

ODOT Staff and Lt. Tannenbaum will revise the draft statement of intent based on the discussion in the meeting and distribute it to the subcommittee.

ODOT Staff will contact Neil Jackson and Robert Nash about creating a statement of intent related to insurance protections.

The subcommittee will meet again to discuss the revisions to the draft statement of intent, to consider a new statement of intent focused on insurance protection and to develop recommendations for definitions that can form the foundation of automated vehicle legislation.