Attendance

Subcommittee Members: Lt. Tim Tannenbaum, Marie Dodds, Daniel Fernández, Neil Jackson, John Powell (alternate for Robert Nash), Carly Riter, Jeremiah Ross

ODOT Staff: Ali Lohman

Public: Paul Donovan (Waymo), Serena Hewitt (DOJ), Claire Prihoda (staff for Rep. McLain), 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 July 9, 2019 meeting.

Review of References

Ali Lohman suggested that the subcommittee include a list of references with the recommendations and materials submitted in the report to the Legislature. The subcommittee members agreed and reviewed a draft list of references compiled by ODOT staff. Jeremiah Ross suggested including Oregon Revised Statutes and case law.

Review of Draft Statement of Intent

Lohman reviewed the edits made to the draft statement of intent, which is available here. She flagged a section for discussion by the subcommittee: “Regarding liability insurance requirements, the Task Force on Autonomous Vehicles has already made recommendations for minimal coverage requirements for testing purposes, and they seem appropriate for deployment as well. The Subcommittee believes that existing laws defining the obligations to maintain insurance and how and when coverages apply are currently adequate.” There was an unintended inconsistency because the Task Force previously recommended a minimum umbrella coverage of $5 million for testing, which is different than existing laws. The subcommittee agreed to remove the first excerpted sentence.

At the suggestion of Neil Jackson, the subcommittee also agreed to make an addition to the second excerpted sentence to clarify that existing laws are currently adequate and should apply to automated vehicles. The sentence was revised to read: “The Subcommittee believes that existing laws defining obligations to maintain insurance, minimum coverages and how and when coverages apply are currently adequate and should apply to automated vehicles.”

The subcommittee also agreed on the need to draft an additional, separate statement on insurance and liability to highlight situations in which existing minimum coverages may not be
sufficient for automated transportation network companies and commercial motor vehicles. Jeremiah Ross volunteered to draft the statement, with Jackson and Bob Nash editing.

**Discussion of Definitions**
The subcommittee reviewed the [definitions comparison chart](#). Lohman explained that the Task Force and the automated vehicle industry have relied on the terms and definitions established by the International Society of Automotive Engineers. However, those definitions cannot be incorporated directly into the Oregon Vehicle Code.

The subcommittee agreed to create a high-level statement to articulate two points: 1) look to the SAE terminology for concepts as we craft definitions that are consistent with Oregon’s existing statutory language, and 2) especially consider that words such as “driver” have multiple meanings in different contexts. Lohman volunteered to draft the statement and asked Serena Hewitt to edit.

**Public Comment**
There was no public comment.

**Next Steps**
The subcommittee will submit the draft statement of intent on incorporating automated vehicles into Oregon’s vehicle code to the full task force for a vote.

Ross will draft a statement on insurance and liability and ask Jackson and Nash to review it.

Lohman will draft a statement on definitions and ask Serena Hewitt to review it.

The subcommittee decided to schedule a follow-up conference call to review the two draft statements.