Testimony before the
Senate Transportation Committee

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<u>Oppose Senate Bill 379</u>

Mr. Chairman and members of the committee:

Thank you for the opportunity to speak today. In Genesis 1:26-28 we see the creation of humanity, and a perfect picture of equality. God made male and female as image bearers to achieve His purpose. God bestowed upon women (and men) an inherent dignity, value and worth—simply as humans. God also gave life skills like reasoning, common sense and the ability to adapt. I've been a service provider at UPS for 21 years. In the last 13 years I am injury and accident free. Each year I go through a thorough physical in order to keep my DOT card. I get an annual space and visibility ride from my supervisor to ensure my safe driving methods are being followed. I've also been a part of my building's safety team for the part 12 years, also serving a 5-year term as Co-chairman. As part of the safety team, we ask our drivers UPS's safety questions. These questions just keep our minds fresh to perform our jobs safely on the road. On-road safety is important to my employer and to myself personally. Because as drivers we know every stop is important, but the most important stop is the final stop home safe to our families.

People use commonsense reasoning to handle unexpected events while driving. At UPS we have a safety phrase "expect the unexpected." A deer darts onto the highway. A flood makes the road difficult or impossible to navigate. Cars are fishtailing, trying to get up an icy hill. Are just examples of the thousands of unknown variables professional drivers overcome each day.

In Kansas as we all know the weather can change from sunny and 60 degrees to cold and windy in 15 minutes. People do not learn about all these possibilities in driving school. Instead, we use our everyday commonsense reasoning skills to predict actions and outcomes. A few weeks ago, I experienced the craziest weather day in my 21 years of driving for UPS. I had winds of 85-90 miles per hour. The wind mixed with dry conditions made visibility of less than 1/4 mile. With the training I've received and my experience I was able to adjust my routine and finish the day safely.

As professional drivers we see a ball roll onto the street, we know to look out for children chasing the ball. We change our driving behavior when we see the car in front of us swerving, knowing that the driver might be intoxicated or texting.

No one knows how to build common sense into cars, or into computers in general. In lieu of commonsense reasoning capabilities, ADS developers must anticipate and code every possible situation. Machine learning can only help to the extent that manufacturers anticipate every situation and provide training examples of every possible situation.

Everyone has at least one unusual driving story. There are 1.4 billion drivers in the world. There are 1.4 billion different stories. How can they possibly all be identified much less coded? And if AV cannot perform commonsense reasoning to handle all these edge cases, are they safer than human drivers? There is no better creation in this universe that God created than the human brain, why would we replace that when it comes to our family's safety?

Now, I am not a computer expert but since I heard about the possibility of self-driving cars, I have been doing some research. Some concerns are that computer vision systems are prone to mistakes as they can be fooled in ways that people are not. For example, researchers showed that minor changes to a speed limit sign could cause a machine learning system to think the sign said 85 mph instead of 35 mph. Similarly, some hackers tricked Tesla's autopilot into changing lanes by using bright colored stickers to create a fake lane. In both cases, these changes fooled cars but did not fool people. These are only a few ways a bad actor could confuse cars or trucks into driving off the road or into obstacles.

The differences in how self-driving cars perceive the world leads to concerns far beyond hackers. For example, in real-world driving, many Tesla owners have reported that shadows, such as those of tree branches, are often treated by their cars as real objects. In the case of the Uber test car that killed a pedestrian, the car's object recognition software first classified the pedestrian as an unknown object, then as a vehicle, and finally as a bicycle. My workplace is the public roadways. Not only am I on them to get to work, to go to the store and to see people but I am on them up to 12 hours a day 5 days a week working. I do not want my workplace or my family to be a testing ground for AV.

I urge you to vote against SB379 and keep our communities, and our highways and interstates as safe as possible. Thank you